

November 15, 2017

Frank Gardner, Brownfields Coordinator
EPA Region 1
5 Post Office Square
Suite 100, Mail Code OSRR7-2
Boston, MA 02109-3912

Dear Mr. Gardner,

We are pleased to submit our proposal for the Nashua Region Brownfields Assessment Program to be considered for funding under the EPA Brownfields Assessment Grant opportunity. We are requesting a total of \$300,000 to complete assessment activities related to brownfield sites containing hazardous substances (\$200,000) and petroleum (\$100,000) in the Nashua Region of New Hampshire.

NRPC adopted its Regional Comprehensive Plan in December 2014. Goals of that plan aim to promote downtown redevelopment and create communities attractive to young professionals to ensure a workforce is ready and available to fill vacant jobs as our large Boomer population begins to retire. The plan recognized that revitalizing Brownfield sites is essential to promoting redevelopment in our community centers. Priority projects in the Plan are underway. Now is the time to build the queue of additional sites for future priorities and environmental assessments are the first step to doing so. It is critical that we secure funds to assess additional high priority sites so they can ultimately be redeveloped.

A. Applicant Identification: Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

Applicant DUNS #: 615402666

B. Funding Requested

- 1) *Grant Type:* Assessment
- 2) *Assessment Grant Type:* Community-wide
- 3) *Federal Funds Requested:* \$300,000
- 4) *Contamination:* both hazardous substances (\$200,000) and petroleum (\$100,000)

C. Location: the Nashua Regional Planning Commission is comprised of the 13 New Hampshire communities of Amherst, Brookline, Hollis, Hudson, Litchfield, Lyndeborough, Mason, Merrimack, Milford, Mont Vernon, Nashua, Pelham, and Wilton. Priority target areas include the Nashua and Milford downtowns.

D. Property Information for Site-Specific Proposals: N/A, Community-wide grant

E. Contacts

1) *Project Director:* Jennifer Czysz
9 Executive Park Drive, Suite 201
Merrimack, NH 03054
Phone: 603-424-2240 x31
Fax: 603-424-2230
Email: jenc@nashuarpc.org

2) *Executive Director:* Jay Minkarah
9 Executive Park Drive, Suite 201
Merrimack, NH 03054
Phone: 603-424-2240 x28
Fax: 603-424-2230
Email: jaym@nashuarpc.org

F. Population

- 1) *General:* Total population of the 13 NRPC is 207,538 with municipalities ranging from Mason, the smallest, 1,390 persons, to the City of Nashua, the largest (2015 ACS).
- 2) *Target Areas:* per the 2015 American Community Survey-
 - a. Nashua – Total Population: 87,110 and Downtown Population: 18,720 (Census Tracts 105, 106, 107 and 108)
 - b. Milford – Total Population: 15,194 and Downtown Population: 6,885 (Census Tract 162.01)
- 3) *Area of "Persistent Poverty"?* Not Applicable

G. Regional Priorities Form and Other Factors Checklist: See Attachment 1

H. Letter from State or Tribal Environmental Authority: See Attachment 2

Thank you again for your consideration of the Nashua Regional Brownfields Assessment Program.

Sincerely,

NASHUA REGIONAL PLANNING COMMISISON

Jay Minkarah
Executive Director

Attachment 1

Regional Priorities Form and Other Factors Checklist

Appendix 3 - Regional Priorities Form/Other Factors Checklist

Name of Applicant: Nashua Regional Planning Commission

Regional Priorities Other Factor

If your proposed Brownfields Assessment project will advance the regional priority(ies) identified in Section I.F., please indicate the regional priority(ies) and the page number(s) for where the information can be found within your 15-page narrative. Only address the priority(ies) for the region in which your project is located. EPA will verify these disclosures prior to selection and may consider this information during the selection process. If this information is not clearly discussed in your narrative proposal, it will not be considered during the selection process.

Regional Priority Title(s):

A-Assistance to Communities that have Limited In-House Capacity to Manage Brownfields Projects

B-Coordinated Public Funding for Brownfields

Page Number(s): A-page 4 ; B- pages 9, 15

Assessment Other Factors Checklist

Please identify (with an **X**) which, if any, of the below items apply to your community or your project as described in your proposal. To be considered for an Other Factor, you must include the page number where each applicable factor is discussed in your proposal. EPA will verify these disclosures prior to selection and may consider this information during the selection process. If this information is not clearly discussed in your narrative proposal or in any other attachments, it will not be considered during the selection process.

Other Factor	Page #
<i>None of the Other Factors are applicable.</i>	
Community population is 10,000 or less.	Page 1
The jurisdiction is located within, or includes, a county experiencing “persistent poverty” where 20% or more of its population has lived in poverty over the past 30 years, as measured by the 1990 and 2000 decennial censuses and the most recent Small Area Income and Poverty Estimates.	
Applicant is, or will assist, a federally recognized Indian tribe or United States territory.	
Target brownfield sites are impacted by mine-scarred land.	
Project is primarily focusing on Phase II assessments.	Page 8
Applicant demonstrates firm leveraging commitments for facilitating brownfield project completion, by identifying in the proposal the amounts and contributors of resources and including documentation that ties directly to the project.	Page 9 Attachment 3
Applicant is a recipient of an EPA Brownfields Area-Wide Planning grant.	

Attachment 2

Letter from State Environmental Authority



The State of New Hampshire
DEPARTMENT OF ENVIRONMENTAL SERVICES



Robert R. Scott, Commissioner

EMAIL ONLY

November 3, 2017

Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

**Subject: Nashua Regional Planning Commission
FY18 Proposal for EPA Brownfields Community-Wide Assessment Grant
State Letter of Acknowledgement and Support**

Dear Mr. Minkarah:

The New Hampshire Department of Environmental Services (NHDES) hereby acknowledges and expresses our support for Nashua Regional Planning Commission's proposal for an EPA Brownfields Community-Wide Assessment Grant. It is NHDES' understanding that NRPC is applying for a total of \$300,000 in assessment funds (i.e., \$200,000 for hazardous substances and \$100,000 for petroleum).

Should your proposal be successful, NHDES will commit to providing a liaison to provide technical support. This assistance can include serving as a non-voting member of your advisory committee, helping vet proposed sites, and reviewing the various technical documents prepared pursuant to the grant. While NHDES cannot commit to providing specific funding for future work at sites addressed under this grant, the Department currently has cleanup funds available through its Brownfields Revolving Loan Fund in the form of low interest loans and may be able to make available cleanup grants contingent upon future funding.

We look forward to working with NRPC. Please contact me should you have any questions.

Sincerely,

Michael McCluskey, P.E.
Brownfields Program
Hazardous Waste Remediation Bureau
Tel: (603) 271-2183
Fax: (603) 271-2181
Email: Michael.McCluskey@des.nh.gov

Waste
Management
Division

Digitally signed by Waste Management
Division
DN: cn=Waste Management Division,
o=NHDES, ou=Waste Management
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email=isa.newton@des.nh.gov, c=US
Date: 2017.11.03 13:24:33 -04'00'

ec: Jennifer Czysz, Assistant Director, NRPC
Karlee Kenison, P.G., Administrator, NHDES-HWRB

www.des.nh.gov

PO Box 95, 29 Hazen Drive, Concord, NH 03302-0095

Telephone: (603) 271-2908 Fax: (603) 271-2181 TDD Access: Relay NH 1-800-735-2964

Brownfield Assessment Grant Narrative Proposal

1. Community Need

a. Target Area and Brownfields

i. Community and Target Area Descriptions: The Nashua Regional Planning Commission (NRPC) is seeking a community-wide Brownfields Assessment grant to assess brownfields in the Nashua Region of New Hampshire. Located in the southern portion of NH, the region is comprised of the City of Nashua and 12 surrounding towns ranging in size from 1,329 residents in Mason to 86,799 in Nashua. As identified in NRPC's 2014 Regional Plan, the major issue facing the region is an aging population and a loss of young professionals. This workforce supply shortage is unattractive to companies, thus hindering business retention and growth.

The success of the Nashua Region economy rests on its ability to negotiate and adapt to changing conditions. Starting with the textiles mills along the rivers that flowed through Nashua and Milford in the early 1800s, the region became prosperous as a major cotton manufacturer in New England. When mills closed, the region's economy shifted to technology and arts. This trend prompted population growth in the region to migrate from Nashua and Milford to outlying communities. As people and jobs left city centers, the hearts of these communities were stained with the legacy of contaminated soil, groundwater, and sediment from industrial mills, manufacturing plants, and gas stations. High levels of blight and vacancies, coupled with the environmental uncertainties have discouraged private investment in downtown Nashua and Milford. Furthermore, the known and potential brownfields sites from past industries also pose health risks to the populations who live and work within these areas, which are disproportionately low-income, elderly and disabled. Poverty in Nashua's Center is near double and unemployment nearly 50% higher the national rate. The effects of brownfields pose a major barrier to redevelopment.

Although their industries have fluctuated, Nashua and Milford's identities have always rested on their downtown's built environment, reflecting an industrious, hard-working, innovative past. While applicable to many of the communities within the NRPC region, Nashua and Milford's downtowns are the target areas for brownfields assessment grant funding because not only are they most affected by the spoils of their industrial past, but they also hold the most opportunity.

ii. Demographic Information and Indicators of Need:

	Nashua Center*	Milford Center	Nashua	Milford	Region*	NH	USA
Population ³	18,720	6,885	87,110	15,194	207,538	18,720	316,515,021
Unemployment ¹	11.7%	4.3%	6.9%	4.9%	6.0%	11.7%	8.3%
Poverty Rate ¹	28.6%	9.4%	11%	5.8%	7.2%	28.6%	15.5%
% Minority ³	43.3%	8.7%	25.0%	8.7%	14.8%	43.3%	37.8%
Median HH Inc. ¹	\$33,294	\$45,605	\$67,246	\$64,576	\$80,588	\$33,294	\$53,889
% 75+ Pop. ³	5.3%	6.6%	6.2%	5.0%	5.5%	5.3%	6.1%
%HHs Rent ≥30% Inc. ²	57.3%	61.5%	46.9%	59.9%	47.3%	57.3%	51.8%

Sources: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates ¹Table DP03, ²Table DP04, and ³Table DP05; *Median household income is interpolated to calculate the NRPC region and Nashua Downtown.

Flat population growth in the region between 2000 and 2010, including a slight decrease in Nashua, resulted in a workforce shortage and stagnant economy. Growth has further been limited by a lack of redevelopment investment. Nashua and Milford specifically have high levels of job accessibility, but low levels of labor market engagement.

Brownfield Assessment Grant Narrative Proposal

iii. Description of the Brownfields: Over 200 brownfield sites occupying more than 300 acres have been identified in the Nashua Region through NRPC's 2004 and 2007 EPA Brownfields Assessment Grants. Roughly 58% of the 189 sites inventoried are located in Nashua and Milford alone. For almost a century, the Johns-Manville Corporation provided free waste asbestos to property owners in the region to help them fill low lying areas. As a result, there are over 300 known asbestos disposal sites in the region, more than half of which are located in the Nashua downtown target area. Two prominent brownfields in Downtown Nashua near the Nashua River are the long abandoned Redi-Mix Concrete Mixing Facility and the recently-closed Corriveau and Routhier Masonry Site. They are connected via a series of abandoned rail line parcels. These parcels encompass over 16.5 acres in area, and are some of the largest underutilized parcels in the downtown. They are surrounded by a mix of dense residential and commercial uses, within nearly 5,500 residents living in direct proximity, 33% of which are minorities and 18% live below poverty. Suspected contaminants on the site include asbestos, gasoline, and fuel oil.

Similarly, in Milford, the abandoned South Street gas station and former Boston & Maine Railroad Station and Freight Buildings, located in the heart of Milford and along Souhegan River have become a visual and physical impediment to local revitalization efforts, pedestrian connectivity, and access to the River. The 0.26 acre gas station's suspected petroleum and benzene contamination deter developers from investing in this location in a prime commercial corridor. The physically declining Railroad properties are within an established, mixed-use/multi-family neighborhood and pedestrian corridor.

b. Welfare, Environmental, and Public Health Impacts

i. Welfare Impacts: Brownfields exacerbate the issues Nashua and Milford already face. There is a correlation between brownfields and areas with greater levels of criminal activity. Of the region's 2,606 property crime arrests in 2015, 58.4% of them were located in Nashua and Milford. These vacant properties reduce nearby property values, discourage community investment, deter business start-ups, and cause a loss of community pride. This phenomenon is contributing to high rates of substance abuse in Nashua and Milford within the Nashua Region. According to American Medical Response, there were 246 opioid overdoses in Nashua in 2015. As a result the City has established Safe Stations at each of its fire stations where a trained firefighter is able to connect those looking for help with recovery and crisis help. The East Hollis Street station is directly adjacent to the Nashua brownfields focus area.

As Nashua is almost completely built out, and many surrounding towns have restrictive zoning regulations, redevelopment in downtown Nashua and Milford is critical to increasing the housing supply. The City's relatively older housing stock creates a higher risk of lead paint poisoning for families and is considered to be an impediment to fair housing for families with children. The City of Nashua's Community Development Department's Urban Programs' Lead Paint and Healthy Homes Program has funding to annually remediate 40 housing units occupied by low income households (<0.3% of the Nashua homes built prior to banning lead-paint in 1978). According to NRPC Regional Plan, between 7,000 and 15,500 new housing units will be needed to meet future population growth and attract millennials to the region.

ii. Cumulative Environmental Issues: The Merrimack River originates in Franklin, NH and flows through the NRPC region discharging in the Atlantic Ocean in MA. The river's watershed is the water source for 60% of NH's population, with 44% of the Nashua Region relying primarily on groundwater for a drinking water source. These sources are threatened by industrial

Brownfield Assessment Grant Narrative Proposal

properties including Saint-Gobain Performance Plastics which detected perfluorooctanoic acid (PFOA) in local drinking water sources. Underutilized, contaminated, and abandoned properties in downtown promote outward greenfield growth and sprawl as developers look to undeveloped sites instead of infill opportunities. These land use patterns cause longer commute times, greater emissions, increased congestion, and decreased air quality, exacerbating threats to human health and the environment. The decentralization of Nashua and Milford's downtown businesses and housing resulted in development outside the limits of municipal wastewater treatment and overtaxing the capacity of subsurface sewage disposal systems.

The Merrimack River flows along most of the brownfield sites in Nashua's downtown district, also accepting the area's stormwater runoff. In 2016 American Rivers named the Merrimack River among America's Most Endangered Rivers. The Lower Merrimack River Watershed Assessment Study (US Army Corp. of Engineers, Draft 2014) confirmed this designation and quantified that the Merrimack Watershed is impacted by non-point source runoff, natural sources, municipal point sources, and combined sewer overflow discharges. This study identified elevated bacteria levels, low dissolved oxygen concentrations, and high nutrient levels. The primary sources of non-point source pollution include urban and non-urban stormwater runoff, atmospheric deposition, natural sources, pet waste, in situ contaminants, agricultural runoff, failing septic systems, illicit connections, groundwater plumes from sites regulated by the Resource Conservation and Recovery Act, and landfills. The largest threat to the Merrimack River is the loss of forested land along the banks. The US Forest Service ranked the Merrimack River the most threatened river in the country for loss of privately owned forested land due to housing pressures, 4th for associated impacts to water quality, and 7th for loss of species-at-risk.

iii. Cumulative Public Health Impacts: Nearly 10% of non-institutionalized persons in the region have some form of disability. Most common are ambulatory disabilities (43% of all disabilities) that limit an individual's ability to walk or climb stairs. A shortage of affordable, ADA accessible units results in concentrations of disabled populations within Nashua where 20 to 25% of people with disabilities live in four downtown census tracts.

2006 Center for Disease Control and Prevention data shows that NH ranked in the top tier of breast cancer and myeloma incidence rates and the second highest tier for leukemia, lung cancer, lymphoma, and ovarian cancer. Asbestos is a major concern for brownfields sites in the Nashua Region. Inhalation of its fibers causes respiratory disease and cancer. According to the NH Comprehensive Cancer Collaboration, cancer was the leading cause of death in NH in 2006 and roughly one-third of cancer incidences in the US are linked to exposures to occupational and environmental carcinogens and prenatal exposures. Based on U.S. Department of Housing and Urban Development (HUD) air index ratings range from a low of 9 to 44, air quality has a score of 9 in Downtown Nashua. Children and the elderly suffer more from the effects of air pollution, which also plays a role in asthma attacks. Data from NH Department of Health and Human Services (DHHS) shows that asthma rates in Hillsborough County were 11/100 residents and rates within Nashua were 16/100 residents, exceeding the state-wide rate of 9.7. Obesity rates have also continued to remain high among NH children over the last decade, particularly in low-income neighborhoods with minimal recreation and exercise opportunities. According to the NH 2013-14 Third Grade Healthy Smiles – Healthy Growth Survey, 28% of NH third grade students were either overweight or obese compared to 35% in Nashua (2014 Greater Nashua Community Health Assessment).

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c. Financial Need

i. Economic Conditions: With no state income or sales tax, property taxes serve as New Hampshire's primary source of funding for state, county, and local municipal budgets. With recent cost shifting from the State government, local municipal budgets face increase strain. This was compounded over this past winter when local municipalities had to draw on reserve funds for increasing snow removal costs. Within the City of Nashua, population and economic growth has been stagnant over the last decade, while health care and other costs have skyrocketed, further putting a strain on municipal budgets. With limited funds for state and municipal operations, regional planning commissions struggle to attain adequate funding. NRPC receives only 1% of its funding from the State Office of Strategic Initiatives (OSI) and depends upon dues for 12% of its budget, supplementing the remainder with grants and contracts. NRPC has no reliable source of funds to pay for the much needed brownfields assessments in the region. Furthermore, Nashua and Milford also lack the resources and staff capacity for these assessments and managing grants. Without grants from the EPA, these brownfield sites in Nashua and Milford will continue to hinder development, thus jeopardizing the future success of the Nashua Region and the people who live within it. Since these trends are expected to continue, brownfields funding is essential.

ii. Economic Effects of Brownfields: There are concerns about where employment opportunities are located within the Nashua Region. The Nashua Region's close proximity to greater Boston has created a number of distinct commuter travel patterns. According to the 2010-2014 American Community Survey, more than a quarter of residents of the Nashua Region commute out-of-state for work. According to NRPC's 2010 Travel Demand Model, daily vehicle miles traveled for the Nashua region are 5,000,382. With 89,770 Nashua Region residents (48% of whom live in Nashua and Milford) driving alone to commute to work (2010-2014 ACS), these travel patterns contribute to congested roadways and poor air quality levels in the region. A 5 minute traffic delay on Main Street in Nashua equates to an annual productivity loss of \$7.4 million.

There is a need for additional employment opportunities within the Nashua Region and there is an associated opportunity to locate employment in the developed community centers and industrialized transportation corridors where brownfields are found. The Environmental Site Assessments (ESAs) that will occur through this grant are a critical first step towards redeveloping these areas as regional employment centers. Corriveau-Routhier, hard hit by the Great Recession, closed in 2016 after 70 years in business. The loss of this business along with the formerly closed RediMix was a loss of 2 large employers of construction materials in the downtown. These two businesses and surrounding parcels, nine total lots, in Nashua's target brownfields location are currently assessed at \$4.97 million. These vacant sites alone represent a total annual unrealized tax revenue \$288,961 and a 30 year loss of \$8,668,848 in municipal revenue in their current vacant and underutilized state.

Like many parts of the country, the region's economy is changing, manufacturing employment is contracting while health care and services jobs are growing, and it's important that the region adapt to those changes moving forward. Yet, the region's labor force is aging and its population of young people is contracting. More than 20% of workers in the region are approaching retirement age, including a major concentration in manufacturing. Deferred infrastructure maintenance and limited transportation options represent potential barriers to continued economic development. Persistently high utility and higher education costs may deter companies with significant energy or human capital needs from considering the region. Furthermore, public health impacts worker productivity. According to the NH DHHS, in 2008 the statewide cost of lost productivity due to cancer treatment

Brownfield Assessment Grant Narrative Proposal

and premature death reached \$567.3 million. This trend promotes a downward spiral in the Nashua Region economy, which will lead to greater levels of poverty and diminish the tax base.

2. Project Description and Feasibility of Success

a. Project Description, Timing and Implementation

i. Project Description & Alignment with Revitalization Plans: In 2012, NRPC received a three-year Sustainable Communities Regional Planning Grant from HUD to draft a comprehensive plan; one that examines the region holistically, integrating all subject areas and the Sustainable Communities Livability Principles to draft a blueprint for the future. Adopted December 2014 the Plan's vision calls for the Nashua Region to *maintain a high quality of life characterized by the Region's small-town feel and suburban setting. Economic prosperity is based on well-functioning public infrastructure, including a robust multi-modal transportation system, as well as diverse and affordable housing options, vibrant town centers and downtowns with thriving arts and cultural amenities, and easy access to natural resources and recreational opportunities.* Specific objectives include: redevelop key sites in Nashua and Milford; plan for an aging demographic; increase job opportunities and affordable housing choices to encourage young adults to live in the region; protect the region's environment; and promote a region that continues to be a place where residents love to live, work and play. Throughout, NRPC's Regional Plan calls for the advancement of a region that is resilient, both economically and environmentally, utilizing existing infrastructure, strengthening local communities, and promoting healthy and affordable neighborhoods.

Public outreach efforts associated with the Regional Plan made it clear that residents would like to focus new development in downtowns and along already developed corridors. Brownfields redevelopment for commercial and residential uses plays a key role in the continued regeneration of the region. This project will perform Phase I, II and III ESAs for 4-hazardous substance, 2-petroleum sites in the Nashua & Milford downtowns. Areas of focus to be addressed under this grant build on recent successes and look to identify parcels characterized as abandoned industrial yards, aging infrastructure, abandoned railroad lines, and underutilized warehouses. Most of the defunct industrial yards and warehouses are located within walking distance to downtowns and lay adjacent to abandoned rail lines or rivers that separate residents from the waterfront or commerce.

The City of Nashua is currently working to establish a Rail Trail pedestrian and bikeway through the center of the two identified target brownfield sites. These sites connect the Rail Trail to the proposed future site of a rail station with service planned to Boston and Worcester, MA. This future mixed use multi-modal hub has the potential to increase low to moderate income households' access to opportunity. Milford conducted a Community Design Charrette in 2013 that considered reuse of the former Boston & Maine Railroad Station and Freight Building as the focal point of the ongoing efforts to revitalize the Garden/Cottage Street corridor and improve pedestrian infrastructure/connectivity, and neighborhood permeability to the Milford Oval (downtown), nearby schools, and passive/active recreation. Further, the properties represent an essential element of the 2014 Town-wide pedestrian, bicycle, trail and recreation connectivity plan developed by the Planning Board and Nashua Regional Planning Commission. The Gas Service Station caused the scope of a recently completed NH DOT funded Transportation Enhancement pedestrian and streetscape improvement project to be reduced due to potential contamination and remediation costs concerns.

ii. Redevelopment Strategy: The target brownfield sites in both Nashua and Milford will build upon existing infrastructure, in particular existing transportation networks, power and water and

Brownfield Assessment Grant Narrative Proposal

sewer availability. The Nashua sites as noted above have direct connections to existing road infrastructure and City bus routes as well as an expanding multi-modal network. NRPC will be working with Nashua and Milford in 2018 to assess feasibility of extending fixed route bus service. High speed internet availability makes the target area viable for high tech and other business growth. Emphasis will be placed on solutions that increase access to housing choice, transportation options, jobs opportunities and recreation for low to moderate income households.

NRPC and our Qualified Environmental Professional (QEP) will work closely with property owners to ensure sites transition from assessment to reuse planning, cleanup and redevelopment. Site selection and assessment will strategically focus on the following redevelopment objectives:

Community Need/Issue	Proposed Redevelopment Strategy
Business growth and retention	Construct new mixed use and commercial buildings on the target brownfield sites/vacant industrial lands near the Nashua and Milford downtowns
Smaller housing options for seniors and young adults	Construct new affordable rental apartments on vacant industrial lands near the Nashua and Milford downtowns
Transportation alternatives to reduce congestion and air quality concerns	Construct a rail trail through Nashua target area and connect to a new rail station in Downtown Nashua adjacent to the brownfield sites; redevelop with access to bus transit lines in Nashua and proposed Milford extensions
Increased recreation opportunities to combat obesity and reduce health impacts	Create rail trail, new recreation facilities and athletic fields in Milford and Nashua adjacent to residential development with a focus on targeting low to moderate income areas

iii. Timing and Implementation (a) Contractor Procurement: NRPC will lead the regional Brownfield program with guidance and support from our regional Brownfield Advisory Committee (BAC). The currently dormant BAC will convene within one month of finalizing a cooperative agreement with EPA and consist of representation of the NRPC, local businesses, property owners, municipalities, interested citizens and regional organizations and technical liaisons provided by the NH Department of Environmental Services (NHDES). As the first step, NRPC and the BAC will solicit and hire a qualified environmental professional (QEP). The BAC will assist with developing and advertising a request for proposals to select and hire a QEP by fall 2018. This process will be conducted in accordance with NRPC's procurement policies that are subject to review and approval by NRPC's Executive Director, utilizing a competitive bid process, and consistent with Uniform Guidance 2 CFR §200.317 through §200.326.

(b) Site Inventory: The QEP will assist NRPC and the BAC to update the site inventory and develop priorities over the 2018/2019 winter during publicly noticed meetings held at locations near to impacted populations. NRPC will update existing site nomination forms to collect information essential to evaluation. Site prioritization and selection will be based on the following criteria: redevelopment potential, Regional Plan or local master plan priority project, public health benefit, catalyst for further development, potential for success, environmental justice, infrastructure and utility access, type of ownership, existing community impact, leverage of additional funds, creation of greenspace, and potential tax base increase. Priority will be given to sites that implement the Regional Plan vision. Proposals will be ranked by a scoring committee comprised of NRPC staff, BAC members and the QEP with final selections made by the BAC.

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(c) **Site Access:** The City of Nashua currently owns, and will provide access to, the future rail trail land that runs through 2 target brownfield sites. Given the trails proximity to these brownfields and the prevalence of asbestos in the area, it too would be an ideal candidate for a Phase I or II assessment. Documentation the City's intent to provide access is attached. Additional site access agreements will be sought during the spring of 2019 with assistance from project partners with real estate and property owner networks. NRPC has an existing site access agreement that has been vetted and approved by previous private land owners and assessment participants.

b. Task Descriptions and Budget Table

i. Task Descriptions: For each of the following tasks, all costs (personnel, travel, supplies, and contractual) are split 2/3 to hazardous substance and 1/3 to petroleum grant funds. Additionally, total cost per staff person includes fringe (21.6% of total cost or 27.5% of personnel).

- **TASK 1: Cooperative Agreement Oversight:** NRPC will hire a QEP, attend the National EPA Brownfields Conference, complete required EPA quarterly reporting, and manage technical tasks associated with the program. The BAC, comprised of volunteers/in-kind support, will oversee the inventory process and implementation of the overall grant. *Costs* are Asst. Dir 80hrs=\$6,607, Regional Planner 20hrs=\$1,190, Sr. Env. Planner 20hrs=\$1,314 (total personnel & fringe \$9,111); 112 miles at \$0.54 per mile; airfare (\$300RT), hotel (\$129/night x2 nights) and meals (\$54/day x3 days) for 2 persons to attend the National Conference (estimated on current GSA allowable costs for the 2017 Pittsburgh, PA conference); and \$150 in supplies (copies, toner, postage). *Outputs* include quarterly reports throughout the grant period, updated info. posted to the ACRES database, RFP for contractual services, approved QEP contract.
- **TASK 2: Outreach and Engagement:** NRPC will begin by reconvening and soliciting new members to the BAC. Throughout the grant process NRPC and the BAC will employ a variety of outreach methods to engage and partner with community-based organizations, landowners, developers, municipal officials, businesses and residents to obtain and incorporate feedback. *Costs* are Sr. Env. Planner 40hrs=\$2,626, Regional Planner 100hrs=\$5,950, GIS Planner 20hrs=\$1,082, Asst. Dir 20hrs=\$1,652 (total personnel & fringe \$11,310); 278 miles at \$0.54 per mile; \$150 for document production supplies (copies, toner, postage); and Contractual costs for preparation and attendance at meetings (\$2,250 total). *Outputs* include up-to-date, interesting, and accessible information available through public meetings, website, press releases, social media, and newsletter articles; consistent participation of BAC members.
- **TASK 3: Inventory, Site Selection and Prioritization:** Beginning with the existing brownfields inventories completed in January 2006 and updated in July 2009, NRPC will update sites and information provided by BAC members and municipal contacts. The updated inventory will then be used to formulate a prioritized ranking of potential sites for assessment. Following the initial round of assessments, NRPC will revisit the prioritization process to identify any additional high priority sites for a final round of assessments to be conducted in the final project year. *Costs* are Sr. Env. Planner 20hrs=\$1,313, Regional Planner 20hrs=\$1,190, GIS Planner 36hrs=\$1,947, Asst. Dir 20hrs=\$1,652 (total personnel & fringe \$6,102); 278 miles at \$0.54 per mile; \$150 for document production supplies (copies, toner, postage); and \$2,850 contractual costs for site ID work, including travel, meetings, and inventory updates. *Outputs* include a comprehensive inventory of potential brownfields sites within the NRPC region and a set of site-ranking criteria that can be used for future inventory activities.
- **TASK 4: Phase I & II Environmental Site Assessments:** complete Phase I and II ESAs, beginning in summer 2019, for four hazardous substance brownfields sites and two petroleum sites identified through the prioritization and ranking completed in Task 3. Phase I ESAs will

Brownfield Assessment Grant Narrative Proposal

be conducted in accordance with ASTM 1527-13 and EPA's "All Appropriate Inquiry" rule and Phase II Investigations in accordance with ASTM 1903-11. NRPC staff will be responsible for oversight and review of all QEP activities to ensure that the Quality Assurance Project Plan (QAPP) is fully developed, approved and implemented prior to initiating Phase II activities.

Costs are Sr. Env. Planner 40hrs=\$2,622, Regional Planner 50hrs=\$2,971, Asst. Dir 20hrs=\$1,652 (total personnel & fringe \$7,245); 278 miles at \$0.54 per mile; \$150 for document production supplies (copies, toner, postage); and include QEP expenses of \$4,000 for each Phase I ESA and \$35,000 for each Phase II ESA. *Outputs*: Completed Phase I and detailed Phase II ESAs; approved master QAPP and site-specific addendums for each of the assessed brownfields properties.

- **TASK 5: Phase III Remediation and Reuse Planning:** depending on site characteristics, NRPC will provide up to six (four-hazardous substances, two-petroleum) Phase III Remedial Action and Reuse Plans for sites assessed in the first phase of ESAs. Work will commence by summer 2020. The reports will contain descriptive information on each of the existing conditions of the sites; community input and involvement related to site prioritization, assessment, and redevelopment opportunities; results of Phase I and II Assessments; and recommendations on remedial actions required and/or redevelopment opportunities envisioned. The reports will provide a key information source for future cleanup activities. *Costs* are Sr. Env. Planner 42hrs=\$2,756, Regional Planner 65hrs=\$3,867, GIS Planner 20hrs=\$1,082, Asst. Dir 20hrs=\$1,652 (total personnel & fringe \$9,357); 140 miles at \$0.54 per mile; \$150 for document production supplies (copies, toner, postage); and include QEP expenses of \$2,500 per plan. *Outputs* include site-specific Remedial Action and Reuse Plans, Letter of Consent from State Environmental Authority (NHDES).

ii. Budget Table: Hazardous Substances Budget

Budget Categories	1:Agreement Oversight	2:Outreach Engagement	3:Inventory Site Select.	4:PI/PII ESAs	5:PIII Plans	Total
Personnel	\$4,762	\$5,912	\$3,190	\$3,788	\$4,892	\$22,544
Fringe	\$1,312	\$1,628	\$878	\$1,042	\$1,346	\$6,206
Travel	\$1,000	\$100	\$100	\$100	\$50	\$1,350
Supplies	\$100	\$100	\$100	\$100	\$100	\$500
Contractual		\$1,500	\$1,900	\$156,000	\$10,000	\$169,400
Total	\$7,174	\$9,240	\$6,168	\$161,030	\$16,388	\$200,000

Petroleum Budget

Budget Categories	1:Agreement Oversight	2:Outreach Engagement	3:Inventory Site Select.	4:PI/PII ESAs	5:PIII Plans	Total
Personnel	\$2,381	\$2,956	\$1,595	\$1,894	\$2,446	\$11,272
Fringe	\$656	\$814	\$439	\$521	\$673	\$3,103
Travel	\$500	\$50	\$50	\$50	\$25	\$675
Supplies	\$50	\$50	\$50	\$50	\$50	\$250
Contractual	\$0	\$750	\$950	\$78,000	\$5,000	\$84,700
Total	\$3,587	\$4,620	\$3,084	\$80,515	\$8,194	\$100,000

c. Ability to Leverage

NRPC, Milford and Nashua combined have leveraged \$3,331,845 in funding derived from a combination of in-kind staff support and transportation enhancements that directly support the

Brownfield Assessment Grant Narrative Proposal

proposed redevelopment sites. All three entities have committed to work collaboratively in grant administration such as organizing BAC meetings, conducting outreach and assisting to secure site access agreements. The City of Nashua has applied for a FHWA Congestion Management Air Quality grant from the NH Department of Transportation to construct a rail trail that would run through the center of the Redi-Mix Concrete Mixing facility and Corriveau and Routhier Masonry site. The City has committed to funding its 20% share and grant applications will be decided in December 2017. Additionally, Nashua and Milford have secured funding, included in the NH and NRPC Transportation Improvement Plans. Nashua is funding the intermodal park-n-ride and future rail station and Milford transportation improvement to the “Oval” (downtown), both projects immediately adjacent to the target sites and benefiting future redevelopment. Lastly, Nashua’s Board of Aldermen re-appropriated funds to be used to develop the rail station feasibility study.

	Source	Purpose/Role	Amount	Status
1	City of Nashua	Staff support to project scope of work	\$3,000	Secured ¹
2	Town of Milford	Staff support to project scope of work	\$4,120	Secured ¹
3	Nashua RPC	Staff support to project scope of work	\$5,000	Secured ¹
4	CMAQ Grant (80%) City of Nashua (20%)	Construction of the Nashua Heritage Rail Trail through the project site	\$1,099,700	Secured ¹ Pending
5	FHWA Earmarks (80%)/Milford (20%)	Traffic flow improvements in the area known as the "Oval"	\$1,236,440	Secured ¹
6	CMAQ Grant (80%) NHDOT (20%)	Crown Street Park and Ride and accessory facilities	\$1,698,000	Secured ¹
7	City of Nashua	Rail Feasibility Study	\$100,000	Secured ¹

¹See Attachment 3 for documentation of secured leveraged funding

3. Community Engagement and Partnerships

a. Engaging the Community

i. Community Involvement Plan: NRPC has a strong history of leading robust community engagement processes that incorporate all voices into the planning process. Target stakeholders include residents, community organizations, historic preservationists, commercial and residential developers, local government leaders, and other organizations working on similar environmental and community improvement initiatives. These include the local Chambers of Commerce, Local River Advisory Committees, and local economic development committees. Priority will be placed on outreach in Nashua and Milford and expanded to include all NRPC communities, integral to the regional economy, with attention to other communities with compact downtowns developed around former industrial centers.

NRPC will strategically develop and distribute educational materials and reach out to residents and stakeholders. BAC involvement will build on existing partnerships with all 13 NRPC member municipalities, state and local organizations. The BAC is comprised of interested citizens, municipal and agency representatives, real estate brokers, developers, financial institutions, and community-based environmental and advocacy groups. BAC meetings will be widely publicized and are anticipated to be held quarterly. Committee members and interested residents will have an opportunity to discuss the project goals, site inventory, and priority ESA locations. NRPC will host informational workshops, meet with municipal boards, attend/host public meetings and produce new fliers and technical guides. Meetings will be held in a convenient location to the affected community, accessible by public transit, and at a time when they can be attended by working

Brownfield Assessment Grant Narrative Proposal

residents. The Nashua Senior Center has meeting space next door to an area senior housing development and two blocks from the target brownfields site. Further, NRPC will schedule and hold one-on-one or small conversations with stakeholders. NRPC will work with Nashua to provide a translator during public meetings if necessary.

Planning for the redevelopment of specific tracts of land will also include feedback from residents in the area. This will be both informal and formal in nature. Before redesign takes place during the permitting process, NRPC will contact neighbors through formal abutter notification as required by NH State law as well as reaching out individually to answer any questions residents may have.

ii. Communicating Progress: NRPC utilizes a multi-media approach to ensure a broad cross-section of residents are engaged in the planning process. In addition to print media described above to be distributed through partner and area organization, a dedicated Brownfields page will be developed on the NRPC website to highlight educational resources, engagement opportunities, and ongoing work. NRPC will provide all stakeholders with updates on the Brownfields Program through a combination of press releases, postings on its partners' websites, placement of fliers at area businesses and organizations, direct solicitations, newsletter articles (409 Constant Contact subscribers), social media (>225 Twitter feed and 130 Facebook followers). Additionally, several partners have committed to help with the outreach and communication process, such as the Greater Nashua Chamber of Commerce with over 600 members in their network. These established communication mechanisms will be used to announce events, meetings and workshops, distribute technical guides, fliers, and other literature and web-based information.

b. Partnerships with Government Agencies

i. Local/State Environmental Authority: NRPC will work closely with the NHDES as it did under its 2004 and 2007 assessment grants. NHDES will review and provide input on Quality Assurance Project Plans, Phase I and Phase II reports, and provide guidance at BAC meetings and throughout the course of the program. Identified sites will be submitted for inclusion in the NHDES inventory of "active" sites and considered for cleanup funds through the State Brownfields Revolving Loan fund contingent upon future funding.

NRPC's Director is an executive committee member of the Nashua Region's Public Health Advisory Committee, agency staff participates in the Chronic Disease Workgroup and are currently engaged on another project for the City's Urban Programs, which operates the City's lead programs. Representatives of the municipal public health departments will be invited to all BAC meetings, and will be particularly encouraged to attend those that discuss assessment, cleanup, and development plans to ensure that all work is performed in a manner that protects public health.

ii. Other Government Partnerships: To support the work of the Brownfield Assessment scope, NRPC has partnered with the Nashua Businesses and Industrial Development Authority who will assist with outreach and education, networking with local businesses and property owners, attend BAC meetings, assist with project scoring and evaluation. The Milford Economic Development Advisory Council has committed to similarly assist with outreach and site identification.

NRPC has a strong working relationship with the NH Dept. of Transportation (DOT) and the NH Office of Strategic Initiatives (OSI). DOT funds NRPC's Unified Planning Work Program (UPWP) supporting intermodal all transportation planning activities anticipated within the Nashua Metropolitan Planning Organization (MPO) region with attention paid to promoting environmental justice. OSI's annual Targeted Block Grant provides funding for local planning assistance and

Brownfield Assessment Grant Narrative Proposal

capacity building to help communities deal with the challenges of growth in a coordinated way that sustains community character and fosters a sense of place.

NRPC has also developed a sound relationship with the US EPA Region 1 staff and they will continue to be a partner as part of the Brownfields Program. In addition, NRPC received two separate grants from the EPA Region 1 Healthy Communities program. The first established Local Energy Committees in seven communities across the region to begin identifying greenhouse gas emissions sources in municipal buildings. The second developed the Nashua Region Water Resiliency Action Plan to help municipalities become more resilient to the impacts that climate change has on water infrastructure and vulnerable populations.

c. Partnerships with Community Organizations

i. Community Organization Description and Role: NRPC, Nashua and Milford have pulled together a diverse team of partners including:

- ***Nashua Senior Activity Center*** provides recreational, educational and wellness activities for seniors age 50 and older from Nashua and area communities. *Role:* assist with outreach and engagement and provide meeting space near brownfield sites and senior residences.
- ***NeighborWorks Southern NH*** (NWSNH) is a community development organization dedicated to neighborhood revitalization and creating affordable homeownership opportunities. NWSNH is the lead organizer for the *I Heart the Tree Streets* Nashua based citizen organization. *Role:* Identify sites appropriate for redevelopment and assist in community engagement.
- ***Nashua Chamber of Commerce*** has 600+ business members working to create a strong economic base for a vibrant, thriving community. *Role:* Assist with outreach and education, network with local businesses and property owners, attend BAC meetings.
- ***Regional Economic Development Center*** a non-profit organization that offers technical assistance, financing and business development training. *Role:* outreach, networking with local businesses and property owners, provide meeting space, attend BAC meetings.
- ***Lower Merrimack River Local Advisory Committee*** includes residents nominated by the six local river corridor communities and appointed to advise the state on permits, work, and issues along the Merrimack River. *Role:* outreach and education, networking with local businesses and property owners, attend BAC meetings, assist in site selection.

ii. Letters of Commitment: Letters of Commitment can be found in Attachment 4.

d. Partnerships with Workforce Development Programs

While there are no environmental job training programs in the region, NRPC will work with state-wide initiatives such as the NH Job Training Fund and NH Works (office in downtown Nashua) as well as the QEP to link community members to potential job opportunities in brownfields assessment, cleanup, and redevelopment. NRPC typically works with undergraduate and graduate student interns each summer to provide valuable on-the-job training and experience and will allocate a portion of the intern's time to the Brownfields Program, thus providing training for future environmental employment. Finally, when selecting an environmental professional, NRPC will consider whether the QEP firm offers an internship program and whether interns will be used to assist with the project. NRPC is fortunate in that there are several very well qualified contractors that can implement the Brownfields Program. While NRPC's Procurement Policies do not specify local hiring, NRPC's usual preference is to select area professionals who will bring a greater level of local knowledge and expertise to their work products.

Brownfield Assessment Grant Narrative Proposal

4. Project Benefits

a. Welfare, Environmental, and Public Health Benefits

Phase I and II assessments play a key role in understanding the threats that hazardous substances pose to the region's prime areas for redevelopment. The proposed assessment sites in Nashua and Milford are perfect candidates for infrastructure reuse and infill development as both are situated near to the community centers. These sites will directly benefit from the roughly 77% of the region that is built out in terms of parcel development, and enable the communities to focus redevelopment efforts on existing core urbanized areas to avoid additional sprawl, promoting in-migration, and preserving natural, scenic, and spatial resources. Potential socio-economic benefits include a decrease in property-related crimes, substance abuse rates, and overall blight.

One of the environmental benefits of brownfields assessment is identifying any threats to public drinking water supply. As mentioned above, 44% of the Nashua Region relies on groundwater as a primary source of drinking water. Water quality testing is not required for private wells and often voluntary assessment efforts, such as those resulting from this Brownfields Assessment Grant, are the most effective way to relay information about groundwater contamination to the public.

In addition, brownfields assessments conducted through this grant will result in improvements to air quality and a reduction in the region's carbon footprint. Each abandoned, contaminated, or underutilized brownfield site in the Nashua Region represents one more commercial, industrial, or residential facility that will locate elsewhere, unless the brownfield site is reused. When a brownfield is reused, residents are able to live closer to their place of work, reduce their need to make vehicle trips, and benefit from improved air quality. The Center for Clean Air Policy (CCAP) calculator estimates that brownfields redevelopment in the Nashua Region will result in daily savings of 195,294 gallons of gasoline and 1,917 metric tons of CO₂. It will also result in annual emissions reductions of 2751.5 tons of NO_x, 151.1 tons of SO₂, and 5,453.8 tons of VOC.

There are also public health benefits associated with brownfield assessment and redevelopment, including decreased asthma rates resulting from improved air quality. The construction of the Nashua Heritage Rail Trail would further assist those living near the redeveloped sites to walk and bike, resulting in better physical fitness levels, decreased obesity rates, and reduced stress from easier commutes. Furthermore, shorter commute times allow for greater participation in community and civic activities, while walking and biking encourage residents to meet one another, all creating a stronger sense of community and appealing to tastes of a younger workforce.

b. Economic and Community Benefits

Brownfield redevelopment often depends on public-private partnerships, which are much more easily forged when the costs of information procurement have already been absorbed. The assessment information that will be publicly provided to private developers through this grant represents an economic saving to the developer and helps to level the playing field between brownfield sites and other redevelopment opportunities. Furthermore, many brownfield sites in the Nashua Region are located in areas that are already developed. As a result, additional economic benefits will be realized, since these sites will be able to utilize existing infrastructure rather than having to build additional roads, sewer, and utilities in outlying areas. The redevelopment of brownfields would not only benefit the current residents, but also attract a younger workforce, create additional jobs, and cater to current trends in walkability and density. Were the nine Nashua parcels to be redeveloped with 14,000 SF of mix used, 4,000 SF commercial, 80,000 SF apartments and 90,000 sf of townhomes the total assessed valuation would more than double to

Brownfield Assessment Grant Narrative Proposal

\$11.54 million. The estimated economic impact of building the projected 120 new apartment homes as part of the envisioned redevelopment represents a potential economic impact of more than \$29.7 million in combined direct and indirect contributions from construction, operations and resident spending to the state economy. This equates to the potential creation of 238 new jobs and a spending power of \$1.75 million from future tenants.

Revitalized properties, not only bring in additional revenue for the community, but also enhance the value of surrounding properties and encourage additional investments. Credere Associates, LLC, the QEP contracted under NRPC's 2004 and 2007 Assessment grants, estimated that the value of each redeveloped brownfield in the Nashua Region will increase from \$1,000,000 to \$50,000,000 and the value of properties in the surrounding communities will increase by 5-10%. They also estimated that each brownfield redevelopment in the Nashua Region's target areas could increase the local tax base by \$500,000-\$1,000,000. Finally, there are economic benefits for those who utilize the redeveloped brownfield properties to work, shop, and recreate rather than traveling to outlying areas. Based on the CCAP calculator and data from NRPC's 2010 Travel Demand Model, brownfields redevelopment will result in \$507,765 in daily fuel cost savings.

The illustration of the non-economic benefits of brownfield redevelopment comes from an example from the Nashua Region. March 2010, an 11 year old Hudson resident passed away unexpectedly. His dream was to have a football stadium bearing his name in town. His family formed a memorial fund to realize his dream. When they approached the Town about a particular parcel of land, they were informed that it had potential contamination issues. At the same time, NRPC announced it was accepting additional nominations for ESAs under its 2007 Brownfields Assessment Grant. The Town approached NRPC with its project and the parcel was selected. The Town donated the parcel to build the Zachary Tompkins Memorial Field after the assessment was complete. This project will serve as a regional model for similar efforts, including the creation of wetlands, parks in urban neighborhoods, and community centers. By assessing the hazardous substances and petroleum in our brownfields, we can begin to heal community wounds and address systemic issues, so this region will continue to a place where residents love to live, work and play.

5. Programmatic Capability and Past Performance

a. Audit findings

The Nashua Regional Planning Commission has not had any adverse audit findings.

b. Programmatic Capability

NRPC has the knowledge, experience, and the right organizational and staff capability to successfully implement and manage the FY18 Brownfields Assessment Grant. NRPC's total budget for FY18 is \$1,365,084. Approximately 88% of NRPC's budget is awarded through grants and state and federal contracts, which are consistently and successfully managed. NRPC is the federally mandated Metropolitan Planning Organization for the Nashua Region and in this role manages approximately \$1,006,000 in federal funds every year. NRPC has received federal funding through the Environmental Protection Agency, Federal Transit Administration, Federal Highway Administration, Federal Emergency Management Agency, HUD, and DHHS. As planning needs in the region become increasingly more sophisticated, NRPC has responded by raising the level of technical skill required of its staff and adding expertise and resources as needed. NRPC staff members are diplomatic, effective communicators, and are able to establish trust and forge close working relationships with all sectors of the community.

Brownfield Assessment Grant Narrative Proposal

Jill Longval, NRPC's Senior Environmental Planner, will be instrumental in the Brownfields Program. Jill serves as project manager for NRPC's Energy and Household Hazardous Waste programs, led NRPC's 2016 NH Charitable Foundation funded Renewable Energy Tool Belt project and has developed municipal hazard mitigation and master plans. Previously, Jill served as NRPC's Public Outreach Coordinator, which allowed her to develop strong working relationships with local officials, media contacts, and community residents. Jill received her Masters of Environmental Management from Duke University and her B.A. from Bowdoin College.

Stephen Meno is a Regional Planner II at NRPC, whose general work responsibilities include facilitating community engagement campaigns, assistance with local land use planning, and developing master plans for municipalities. Stephen received his B.A. from Tufts University and his Masters in Regional Planning from the University of Massachusetts – Amherst where his concentrations included economic development and public participation.

Jennifer Czysz, NRPC's Assistant Director, will provide Brownfields Program oversight. Jen supports the daily operations of the agency by providing complex administrative and managerial support to the Executive Director in the areas of budget maintenance, staff resource allocation, and management of complex planning projects. Jennifer served as the Program Manager for the statewide GSF program. Ms. Czysz is a member of the NeighborWorks Southern NH Board of Directors and a 2001 graduate of MIT's Dept. of Urban Studies and Planning with a Masters in City Planning and a Certificate in Urban Design.

All NRPC contracting activities utilize open, fair, and public processes to advertise, select, and award project subcontracts in accordance with agency policies that will be used for to hire the QEP. NRPC actively considers MBE/WBE status during the Request for Proposals evaluation process. In addition, NRPC often consults with other Regional Planning Commissions and its EPA, municipal, and state contacts for contractor references and experiences with how they structure both their proposal process and QEP selection activities.

c. Measuring Environmental Results: Anticipated Outputs/Outcomes

The expected immediate outputs of this program are to successfully complete full ESAs on four hazardous materials and two petroleum candidate brownfield sites. Long range outcomes include the return of economic vitality to selected sites and neighborhoods. This will be measured by the amount of private investment that is leveraged by the grant, number of jobs created, number of affordable housing units provided, increases in the property tax base, and square footage of underutilized building space put back into productive use. Programmatic outputs include Phase I Environmental Assessments, Phase II Investigations, and Remedial Action and Reuse Plans at the combined six sites. The final output will be the issuance of a consent letter from the NHDES upon their approval of the remedial actions at the site.

Specific task based outcomes include:

1. Oversight: meet all expected reporting requirements; efficient and effective partner with community-based organizations, the QEP, NHDES, and EPA staff; ensure that activities match program goals and objectives.
2. Outreach: a diverse audience that is well-informed on brownfields issues in general and on the NRPC Brownfields Program goals and objectives.
3. Inventory: state, regional, and local stakeholders utilize the NRPC brownfields inventory in short and long-term planning efforts.

Brownfield Assessment Grant Narrative Proposal

4. ESAs: detailed ESAs will provide increased reuse opportunities on brownfields sites within the region and will provide guidance for redevelopment needs and considerations.
5. Remediation Plans: increased understanding of site-specific conditions/opportunities for redevelopment by future stakeholders; government officials; and community members.

All outputs and outcomes resulting from the implementation of this program will be communicated to the EPA as part of NRPC's quarterly progress reports and ACRES information updates, and to the region at large through NRPC's project task obligations. At the outset of the project NRPC will develop a detailed project timeline that will incorporate all task expectations, project outputs, and staffing considerations to help guide project progress. This timeline will be shared with the EPA project officer, BAC, and QEP to aid in communicating the project vision.

d. Past Performance and Accomplishments

i. Past EPA Brownfield Grant Recipient: (1) Accomplishments: NRPC received Brownfields Assessment Grants from the EPA in 2004 and 2007. These funds were used to assess seven high priority sites across the region and it is anticipated that these assessments will leverage more than \$80 million in redevelopment. Over 200 potential brownfields sites were identified through NRPC's 2007 grant. The Grugnale Waste Disposal Site was historically used as a dumping location for drums, tanks, demolition debris, appliances, and stumps. Under NRPC's 2007 Brownfields Assessment Grant, the Grugnale Site-Specific Quality Assurance Project Plan (SSQAPP) was approved in May 2010 and Phase II assessment began including soil borings, soil sampling, and groundwater monitoring. An Initial Phase II ESA Activities Summary Letter was reviewed and approved by NHDES in November 2010. Within Nashua several additional Brownfield were able to reach the next level of site planning thanks to the City's Brownfields Revolving Loan Fund that closed in the spring of 2017. NRPC's greatest strength is its ability to successfully implement this project by leveraging well established relationships and coordinating the extensive work already completed under previous Brownfields Assessment grants. The FY2018 Nashua Regional Brownfields Program will build on its past work to identify brownfield sites, assess the spatial extent and degree of contamination, and conduct remedial action feasibility and reuse planning.

(2) Compliance: FY 2007 Hazardous Substances Brownfields Assessment Grant (BF97185901) *Funds Expenditure:* grant funds remaining at end of grant period = \$0. *Compliance with Grant Requirements:* NRPC complied with all quarterly reporting, MBE/WBE disclosures, financial status reports, ACRES updates, and progress monitoring. *Compliance with Work Plan:* three Phase I ESAs and two Phase II ESAs were completed for three properties within the NRPC region. Developers are already on board for each site and are anticipated to leverage over \$80 million in private investment. A Brownfields Guidebook was written to aid both municipal and public audiences in understanding the relevance of brownfields and benefits of redevelopment.

FY 2004 Petroleum Brownfields Assessment Grant (BF97118901)-*Funds Expenditure:* grant funds remaining at end of grant period = \$0. *Compliance with Grant Requirements:* NRPC complied with all quarterly reporting, MBE/WBE disclosures, financial status reports, ACRES updates, and progress monitoring. *Compliance with Work Plan:* Phase I & II ESAs and Remedial Action Plans were completed for two contaminated sites within the NRPC region. \$2,246,000 in leveraged funds were generated and additional cleanup work on both sites is ongoing. NRPC also created a regional inventory of likely petroleum-contaminated and hazardous substances sites.

Attachment 3

Documentation of Leveraged Funds



THE CITY OF NASHUA

Economic Development Division

"The Gate City"

November 13th 2017

Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Mr. Minkarah:

On behalf of the Economic Development Division for the City of Nashua, I wish to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) 2017 EPA Brownfields Assessment Grant Application.

The Economic Development Division sees the value of working with NRPC to bring about brownfield redevelopment. We believe cleanup of Nashua's brownfield sites will benefit the whole community by allowing for better utilization of existing infrastructure; protecting citizens from environmental pollutants; and by helping further the goal of healthy and productive places to work and live.

The Economic Development Division is eager to be a partner both with this application and program execution. Economic Development has already spent more than 20 hours conducting outreach and education by making connections to local businesses and property owners and we are committed to continuing with these activities. Additionally, Economic Development staff will attend a minimum of 6 coordination meetings anticipated to total more than 24 hours when preparation, travel, and follow-up are included. Economic Development also has the capacity to provide up to 12 meetings and associated coordination at Nashua City Hall for the Brownfields Assessment Committee and other related public meetings. Select City of Nashua staff will also assist in facilitating Brownfield Assessment Committee meetings and assist with project scoring and evaluation. The cumulative value of this assistance is estimated to be \$100 per meeting with a total of \$1,200 and \$75 per staff hour with a total of \$1,800 for a committed grand total of \$3,000.

Additionally, Economic Development will seek to provide NRPC with access to several City of Nashua owned parcels associated with the pending CMAQ grant for the east extension of the Heritage Rail Trail. These rail bed parcels pass through a former industrial area which is prime for reinvestment. These parcels and the rail trail extension project are seen by Economic Development as a catalyst for that reinvestment.

Sincerely,


Director Tim Cumming

Economic Development Division – City of Nashua

TOWN OF MILFORD

TOWN ADMINISTRATION



November 6, 2017

Jay Minkarah
Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive; Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. Minkarah:

On behalf of the Town of Milford, I am pleased to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) EPA Brownfields Assessment Grant Application.

Milford's continuing mission is to seek opportunities and establish partnerships to reclaim abandoned and underutilized brownfield sites within the community for productive reuse, provide additional job opportunities, increase the tax base, and improve the quality of life for residents in surrounding neighborhoods and within the Town.

In an ever more challenging economic environment, additional revenue generation to support building new job opportunities and strengthen our economic base is critical to success in our communities. The Brownfields Grant program is essential to support these efforts.

The Town of Milford is eager to be a partner both with this application and program execution. The Office of Community Development has already spent more than 10 hours conducting outreach and education by making connections to local businesses and property owners and the Town is committed to continuing with these activities. Select staff will coordinate with the identified property owners and secure the necessary access agreements. Further, select staff will attend a minimum of 6 coordination meetings anticipated to total more than 24 hours when preparation, travel, and follow-up are included. The Town also has the capacity to provide a minimum of 10 meetings and associated coordination at the Milford Town Hall for the Brownfields Assessment Committee and other related public meetings. In addition, select staff will assist in facilitating Brownfield Assessment Committee meetings and assist with project scoring and evaluation. The cumulative value of this assistance is estimated to be \$100 per meeting with a total of \$1,000 and \$60 per staff hour with a total of \$3,120 for a committed grand total of \$4,120.

Identifying and addressing Brownfields sites will make the Nashua region a healthier place for its residents and workforce. Receiving this funding will have a positive effect on the region and all our goals including improving quality of life and the economy. Thank you for the opportunity to be part of this important effort to move our communities forward and support brownfield redevelopment opportunities across the region.

Sincerely,

Mark Bender

Town Administrator



November 15, 2017

Frank Gardner, Brownfields Coordinator
EPA Region 1
5 Post Office Square
Suite 100, Mail Code OSRR7-2
Boston, MA 02109-3912

Dear Mr. Gardner,

We are pleased to submit our proposal for the Nashua Region Brownfields Assessment Program to be considered for funding under the EPA Brownfields Assessment Grant opportunity.

NRPC adopted its Regional Comprehensive Plan in December 2014. Goals of that plan aim to promote downtown redevelopment and create communities attractive to young professionals to ensure a workforce is ready and available to fill vacant jobs as our large Boomer population begins to retire. The plan recognized that revitalizing Brownfield sites is essential to promoting redevelopment in our community centers.

To further the goals of both our Regional Plan and this Grant Application, the Nashua Regional Planning Commission, commits to contribute a minimum of \$5,000 in staff time. NRPC staff contributions will support day to day grant administration, outreach and engagement, meeting facilitation, and project selection. Leverage contributions will aim to further the technical contributions and bring in additional staff members that can lend expertise in planning for redevelopment that is both sustainable and equitable, promoting greater access to transportation options, affordable housing, and promotes public health.

Thank you again for your consideration of the Nashua Regional Brownfields Assessment Program.

Sincerely,

NASHUA REGIONAL PLANNING COMMISSION

Jay Minkarah
Executive Director

For NHDOT use only:

Application #: _____

LOI Received on: _____

MMW Attendee: _____

MMW Date: _____

Application Received on: _____

**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
CONGESTION MITIGATION & AIR QUALITY PROGRAM**

2017 APPLICATION FOR FUNDING

Sponsor Information (*Sponsor is the municipality or organization that is applying.*)

Contact is the person who will be in responsible charge of the project).

Sponsor Name: City of Nashua

Mailing Address: 229 Main St, PO Box 2019, Nashua, NH 03061

Telephone: 603.589.3075

Email: marchants@nashuanh.gov

Contact Name and Title: Sarah Marchant, Community Development Division Director

Mailing Address: 229 Main St, PO Box 20119, Nashua, NH 03061

Telephone: 603.589.3075

Email: marchants@nashuanh.gov

Governing Regional Planning Commission: Nashua Regional Planning Commission

Executive Council District: District 5

RPC and Executive Council information is important because final selections may be adjusted to provide regional equity

2. Project Information

CMAQ Activities: *Check the CMAQ activity(s) that your project is proposing.*

- ☐ Non-Transit related alternative fuel projects such as refueling or charging facilities.
- ☐ Projects that improve traffic flow, including efforts to provide signal system optimization, construct HOV lanes, streamline intersections, add turning lanes, improve transportation systems management and operations,
- ☐ Projects that implement ITS technology, including efforts to improve incident and emergency response or improve mobility, such as through real time traffic, transit and multimodal traveler information
- ☐ Transit capital investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity,
- ☐ Transit operating assistance for new services or the incremental cost of expanded services.
- ☒ Transportation-focused (non-recreational) bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel
- ☐ Rail network Improvements

Description of work being proposed:

(Clearly describe purpose and need for project as well as project goals and objectives)

The Heritage Rail Trail project was started in the late 2000s to reduce congestion along East and West Hollis Street, one of the most congested corridors in the City of Nashua and the Nashua Region (Nashua Region Metropolitan Plan, 2014), by providing an alternative bicycle and pedestrian transportation route through the heart of the City's most densely populated neighborhoods. The City has consistently moved this project forward over the last 10+ years through the acquisition of all necessary land or easements along the entire corridor, and completed construction of the Heritage Rail Trail West from City Hall to Will St/Simon St. Most recently the Department of Public Works installed needed new lighting along the heavily used western trail through a FY2017 budget appropriation.

The purpose of this application is to complete the construction of the Heritage Rail Trail East. This project would extend the bike and pedestrian trail from the Heritage Rail Trail West's terminus at Main Street in downtown Nashua and continue the trail to East Hollis Street/Denton Street intersection. The City owns or has easements over all land along the ¾ of a mile future trail, so no right-of-way acquisition is anticipated with this project. Once completed, the trail will provide an alternative bicycle and pedestrian route connecting downtown Nashua and the transit center, with the 25 Crown Street Park-n-Ride and the future commuter rail train station, without requiring a single-occupant vehicle trip on this heavily congested corridor.

1) Is your project a Capital Purchase?

☐ Yes

☒ No

If Yes go to section 4

2) Is your project requesting Operating Assistance?

☐ Yes

☒ No

If Yes go to section 4

3) Is your project an infrastructure project?

(The project will have a construction phase.)

☒ Yes

☐ No

If Yes go to section 3

Note: *If you answer yes to questions (1 and 3), (2 and 3), or (1,2 and 3) you must fill out both sections 3 and 4*

3. Infrastructure Projects

Map: *(A map is required as part of the application. Map must be scanned as a pdf file. Map should include street names, State route numbers, project details, identification of resources, north arrow, and a scale)*



MAP SUBMITTED

Resources within project limits:

(List all cultural, archeological, and natural resources, as well as any known hazardous materials in project limits)

The land for this trail is a former railroad bed. There are no cultural, archaeological or significant natural resources within the project limits. Through the acquisition process the city undertook Phase I Environmental Assessments on a majority of the properties within the project area and complied with a full NEPA process for two of the purchases. At this time there are no known hazardous materials that would affect this project however as an old railroad bed the City will be proactive in

Project Details

Road Name(s) *(List all roads in project limits as applicable)*

Main Street, Spring Street, Quincy Street, Mason Street, Spruce Street, Howard Street, Commercial Street, Hudson Street, and East Hollis Street/Denton Street intersection.

State Route Number: *(List all State route numbers or N/A if on a municipal road)*

This project parallel's State Route 111 and its terminus is at the intersection of Route 111 and Denton Street.

Railroad: *(List name of railroad corridor if project impacts a rail line or service in any way)*

The eastern end of the project area abuts the Boston and Maine Railroad east/west spur, however the project area will not impact an existing rail line or service.

Other: *(If off-road path, describe beginning and ending termination locations)*

The trail begins at Main Street and utilizes an old railroad bed heading west. The trail includes one former railroad bridge over Commercial Street and terminates at the intersection of East Hollis Street and Denton Street.

Length of Project: *(If more than one location, provide total length of proposed improvement)*

The trail will span $\frac{3}{4}$ of a mile.

Width of proposed improvement: *(If width isn't consistent, provide an average width for majority of improvements)*

The trail will be 10 feet wide.

Surface Type: *(List Paved, Concrete, Gravel, Stone Dust, etc. for all proposed improvements)*

The trail will be a 10 foot wide asphalt surface.

Ownership: *(List the entity that owns the land in the limits of your proposed improvements)*

The City of Nashua owns five of the seven parcels that make up the trail, noted on the map as parcels 32-55, 32-56, 36-1, 36-70 and 36-96. The City has trail easements over the two parcels it does not own, detailed on the map as parcels 35-93 and 36-54.

Project Cost Estimate – Infrastructure Projects

Identify the estimated project costs under each of the phases below.

Note: to avoid divide by zero error on the calculated fields \$0.01 has been inserted into the first box

A) Design/Engineering:

(Costs for engineering study, preliminary design, environmental review, identifying and establishing right-of-way, easements preparation, final design, and bid phase services)

\$

B) Right-Of-Way:

(Cost of easement acquisition and/or land acquisition)

\$

C) Construction:

(Cost of constructing project, materials, and labor)

\$

D) Construction Engineering:

(Cost of engineering oversight for the project. Oversight needs to be almost fulltime.)

\$

Project Total:

\$
(Max \$1,500,000)

Calculated Field

Identify the amount of federal funding you are applying for.

If you are overmatching your project to get over \$1,500,000 you add the additional funds to your required match and put that in the Match\$ box below. Your % federal funds will be adjusted based on your amount of overmatch. If you are adding funds that will be in addition to the amount of federal funds and match for your project those are considered non-participating funds. In this case you put the additional funds in the non-participating box. This is usually done if you want to do additional work that may not be eligible under the CMAQ program but you want the work done under the overall contract.

Federal \$
(\$1,200,000 Max. for federal amount requested)

Calculated Field
 %
(80% Max. for CM AQ reimbursement)

Match \$
(Enter amount of local match and additional funds if applicable)

Calculated Field
 %

Reason for non-participating funds

Non-Participating \$

Funding Total \$
(Max.\$1,500,000)

Calculated Field

4. Non-Infrastructure Projects

Map: (If you are requesting operating assistance, a map of the proposed routes are required as part of the application. Map must be scanned as a pdf file.)

☐

MAP SUBMITTED

Identify the estimated project costs under each of the phases below.

Note: to avoid divide by zero error on the calculated fields \$0.01 has been inserted into the first box

A) Capital Purchase

\$

B) Operating Assistance

\$

Project Total: \$
Calculated Field
 (Max \$1,500,000)

Identify the amount of federal funding you are applying for.

If you are overmatching your project to get over \$1,500,000 you add the additional funds to your required match and put that in the Match\$ box below. Your % federal funds will be adjusted based on your amount of overmatch. If you are adding funds that will be in addition to the amount of federal funds and match for your project those are considered non-participating funds. In this case you put the additional funds in the non-participating box. This is usually done if you want to do additional work that may not be eligible under the CMAQ program but you want the work done under the overall contract.

Federal \$
 (\$1,200,000 Max. for federal amount requested)

Calculated Field
 %

(80% Max. for CM AQ reimbursement)

Match \$
 (Enter amount of local match and additional funds if applicable)

Calculated Field
 %

Reason for non-participating funds

Non-Participating \$

Funding Total \$
Calculated Field
 (Max.\$1,500,000)

5. Evaluation Criteria (*Applications will be scored on criteria approved by the Governor's Advisory Commission on Intermodal Transportation*)

5-1) Project Readiness and Support (20 points maximum): *Does the applicant have LPA certified staff, have prior FHWA/FTA experience, and is project identified in local, regional and statewide plans? Please provide information and documentation that addresses the following:*

- Letter of Support from Sponsor's Governing Body (0 or 10 points)
- Current LPA Certified staff identified as Point of Contact? (0 or 5 points)
- How many local and regional plans is the proposed work in? (0 to 5 points)

Please find the attached Letters of Support from Mayor Jim Donchess and the Nashua Soup Kitchen and Shelter.

The point of contact for this project, Sarah Marchant, is LPA Certified #1540 and expects recertification at the October 19, 2017 LPA Training. Ms. Marchant has prior FHWA/FTA project management experience through the 25 Crown Street Park-n-Ride CMAQ project (which will be substantially completed by the end of October, 2017) and an active TAP Grant Project No. 40429. In addition, this project will be supported by the Department of Public Works who has substantial FHWA/FTA project experience including the construction of the Heritage Rail Trail West and Broad Street Parkway.

This project is identified in the City's FY2018 Capital Improvements Plan, the East Hollis Street Master Plan, the 2015 Community Health Improvement Plan, the Nashua Region Metropolitan Transportation Plan 2015-2040, and the 2015 Regional Pedestrian and Bicycle Plan for the Nashua Region. All cited plans are attached to this application.

5-2) Financial Readiness: (20 points maximum) *(CMAQ is a reimbursement program.*

Sponsor will have to gross appropriate funds for entire project before federal funds are authorized and eligible work can get started. Projects are reimbursed a maximum of 80% of each reimbursement request.) Does the applicant have funding available to complete the project at time of application, or is there commitment to request funding at next annual town meeting (or equivalent)? Please provide information and documentation that addresses the following:

- Are funds already gross appropriated? (15 points)
- Will sponsor receive approval to fully fund project within 6 months of project award?
How? (10 points)
- Does the Sponsor's most recent financial audits and/or statements show any negative comments, material weaknesses, etc.? (0 to 5 points)

The City is financially able and ready to move this project forward. The City has a triple 'A' bond rating and very strong cash reserves on hand to support the project through the reimbursement process. The matching \$219,940 the City is responsible for will be funded by a combination of existing sidewalk funds and general fund appropriation. The City will be able to fully fund the project within six months of the proposed December 2017 project award. The City's most recent financial audit has no negative comments or material weaknesses. Please see the attached FY16 Single Audit Report and Comprehensive Annual Financial Report (CAFER).

5-3) Stewardship / Sustainability: (Maximum 25 points) *If the application is for operating assistance, does it provide a plan that demonstrates the continuation of service after the funds are exhausted and a long term commitment for service to continue? If the application is for capital or infrastructure improvements, what is the long term maintenance plan for the project? Please provide information and documentation that addresses the following:*

- Transit Operating -Provide a plan that demonstrates the continuation of service after the funds are exhausted and a long term commitment for service to continue
- Transit Capital - If the application is for capital or infrastructure improvements, what is the long term maintenance and replacement plan for the capital purchases so that services are not impacted?
- Infrastructure – How will the project sponsor maintain the completed facility/improvements? Does the sponsor have similar facilities, existing equipment, operations plans that are already in place that would accommodate this improvement as well?

The City has a plan and necessary equipment to provide long-term maintenance for the Heritage Rail Trail East project. It has consistently provided year-round maintenance on the Heritage Rail Trail West since its construction and has added new investment to improve the trail including new lighting, community garden beds where the width of the ROW allowed, benches and other amenities. The City plans to provide continued year round maintenance to the trail once constructed. As the existing trail has demonstrated, we expect this to be a heavily used year round transportation corridor for pedestrians and bicyclists.

5-4) Air Quality Benefits: (Maximum 35 points) *Points will be awarded based on relative rank for air quality analysis. A cost/benefit factor will be calculated for each project and by category the top b/c factor will get 35 points and the bottom 0 and all others spaced relatively in between. Standardized air quality analysis templates have been created for each of the following project types:*

Check the box next to the category that your air quality analysis will be developed from.

- ☐ • Transit capital purchases
- ☐ • New or Expanded transit services
- ☒ • Bike and Pedestrian projects
- ☐ • Road/Intersection projects that mitigate congestion and air pollution
- ☐ • ITS-related projects
- ☐ • Alternative fuel projects (not transit related)
- ☐ • Rail Improvements

(Projects must demonstrate an Air Quality benefit. NHDOT staff will work with you as the applicant after the application is submitted to complete this air quality analysis. The project must show a reduction in CO, Ozone or PM2.5 to be eligible)

In the box below describe what your air quality analysis will be based on.

The air quality analysis to be completed by the Nashua Regional Planning Commission will include the length of the trail and average number of walking/cycling trips per mid-summer day. The City has a permanent pedestrian counter on the western trail and Strava data to support bike estimates. This information will be used to estimate the reduction in congestion and positive effect upon air quality to be expected upon project completion.

6) Application Submission Information: The application is an adobe .pdf form and it must be saved and submitted in electronic format on either a CD or a USB thumb drive. Other supporting documents including Maps, Air Quality calculations, Letters of Support, and other supporting documentation need to be submitted with the application in pdf format and saved to the CD or USB thumb drive.

NOTE: Due to size limitations on DOT email please do not email application

APPLICATIONS ARE DUE FRIDAY OCTOBER 20, 2017 BY 4:00PM!

Failure to meet this deadline will result in your project being removed from the scoring process.

Submission Guidelines

Format: Application form must be saved electronically as a pdf and then mailed or delivered to the Department. All supporting maps, letters and other documents must be saved as a pdf and transmitted to the Department with the application form.

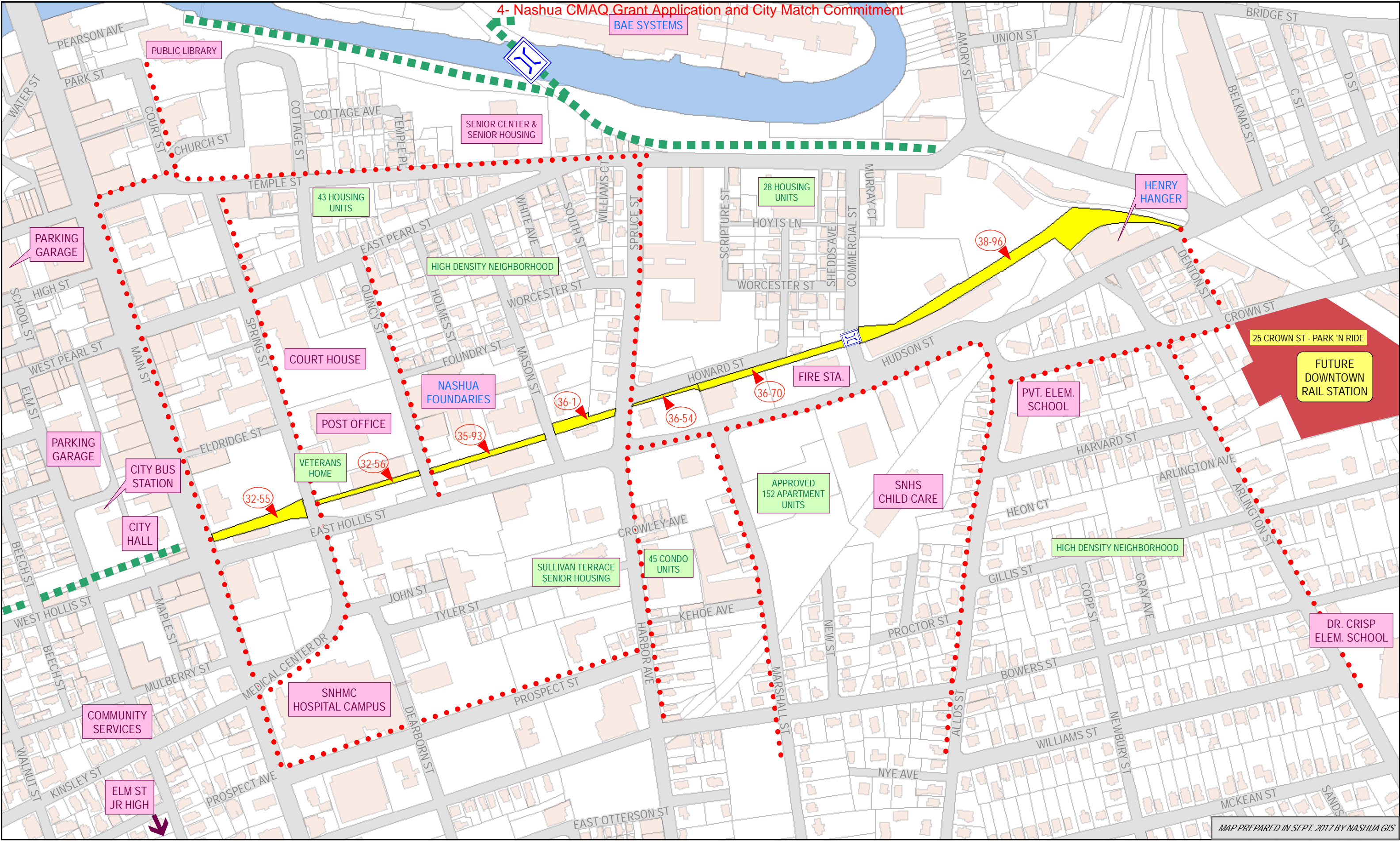
Applications and supporting documents must be either burned to a CD, DVD or saved to a USB thumb drive.

Submission: CD, DVD, or thumb drive must be received on or before 4:00pm OCTOBER 20, 2017. Delivery can be either hand delivered or mailed to:

Thomas Jameson, CMAQ Program Manager
NHDOT Bureau of Planning & Community Assistance
Hazen Drive, Concord NH. 03302-0483

Warning: If you mail the Application it must be received by the Department on or before 4:00pm on OCTOBER 20, 2017

Direct any questions to: Tom Jameson, email: tom.jameson@dot.nh.gov , phone: 271-3462



HERITAGE RAIL TRAIL - EAST
CITY OF NASHUA, NEW HAMPSHIRE



Jim Donchess

MAYOR • CITY OF NASHUA

October 18, 2017

Mr. Thomas Jameson, P.E. CMAQ Program Manager
NHDOT Bureau of Planning and Community Assistance
John O. Morton Building
7 Hazen Drive, P.O. BOX 483
Concord, NH 03302-0483

RE: Congestion Mitigation Air Quality (CMAQ) Letter of Support

Dear Mr. Jameson,

As Mayor of the City of Nashua, I am pleased to offer this letter of support for City of Nashua's application for Congestion Mitigation and Air Quality (CMAQ) funds, for transportation-focused (non-recreation) bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel through the completion of the Heritage Rail Trail East.

As supported in the City's Master Plan, the 2018 Capital Improvements Plan (CIP), the East Hollis Street Master Plan, and the 2015 Community Health Improvement Plan, this project would extend the heavily used bike and pedestrian trail, Heritage Rail Trail West, from its terminus at City Hall to the east, along East Hollis Street. In this heavily congested corridor, the trail would provide a critical alternative transportation route for the densely populated neighborhoods and businesses along East Hollis Street.

Once completed, the $\frac{3}{4}$ mile trail will run from the City's Transit Center, to the soon to be completed Park-n-Ride facility at 25 Crown Street, home of the City's future rail station. The trail, like its counterpart to the west, will provide access in through the heart of one of the City's most disadvantaged neighborhoods in terms of income, rates of heart diabetes and hypertension, and English as a second language.

The City of Nashua values its downtown neighborhoods and is committed to reducing congestion on one of our most heavily used corridors. Matching funds have been identified from several city sources and will be appropriated to match the grant award. As a grant recipient of the CMAQ program, you would be providing the City of Nashua the wonderful opportunity to implement needed and long-envisioned infrastructure improvements to reduce congestions while promoting healthy and safe transportation alternatives throughout downtown.

We eagerly anticipate hearing from you and look forward to our continued partnership.

Best Regards,



Jim Donchess, Mayor
City of Nashua



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM 2017-2020

Approved: February 6, 2017

Amended: August 3, 2017

**Prepared by the New Hampshire Department of Transportation
Bureau of Planning & Community Assistance**

Introduction

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. The FAST Act builds on the program structure and reforms of MAP-21. Those requirements, as codified in title 23 part 135 and 49 part 5305 of the United States Code (USC), stipulate that each state will develop a continuing, cooperative, and comprehensive statewide multimodal transportation planning process, including the development of a Statewide Transportation Improvement Program (STIP). In New Hampshire the STIP is updated every two years and is developed through a coordinated statewide and metropolitan planning process.

The metropolitan planning process, as defined in 23 USC parts 134 and 49 USC parts 5303, is carried out by the four metropolitan planning organizations (MPOs) in New Hampshire: Nashua Regional Planning Commission, Rockingham Planning Commission, Southern NH Planning Commission, and Strafford Regional Planning Commission. Following the 2010 Census the Nashua Regional Planning Commission was also designated as a transportation management area (TMA). Each of the MPOs has adopted a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP), and with each TIP amendment the MPOs amend their MTP for consistency. The MTPs were developed and approved in accordance with 23 part 450.322 of the Code of Federal Regulations (CFR) and include a financially constrained program of transportation projects within their regions.

NHDOT and the three MPOs (Nashua, Southern NH and Rockingham) included in the Nashua TMA and Boston UZA are collaborating to develop agreements and policies to ensure compliance with the federal requirements for planning and programming of projects.

The MPO TIPs are consistent with the regulations outlined in 23 CFR §450.324, including requirements related to financial constraint, and have been incorporated into the 2017-2020 NH STIP. As of March 6, 2015, the EPA published a final rule (80 FR 12264) which included the act of revoking the 1997 Ozone NAAQS (for transportation only) resulting in the elimination of nonattainment/maintenance status for that standard; this re-designated the Boston-Manchester-Portsmouth, NH area to "attainment" status. The cities of Nashua and Manchester are still maintenance areas for carbon monoxide. Any applicable findings of conformity to the NH State Implementation Plan of all MPO TIPs and MTPs have been made and documented through a process consistent with the requirements of 23 CFR part 450 and 40 CFR part 93.

In the fall of 2004, the Community Advisory Committee (CAC), a diverse group of individuals, businesses, and other interested parties, was created at the request of the NHDOT. This group held many public meetings to identify how changes in NH impact

transportation in the state and what could be done to meet the challenges. In June of 2006, the CAC produced a Long Range Plan outlining a vision of transportation in NH. In 2010 the CAC Vision was refined and distilled to produce a new Long Range Transportation Plan for NH, 2010-2030. The Plan was developed in accordance with the requirements outlined in 23 USC part 134.

Every two years the State of NH prepares and adopts a Ten Year Transportation Improvement Plan (10-Year Plan). The recently approved 10-Year Plan (June 2016) was developed to be consistent with the framework established in the LRTP and includes a list of projects for the ten-year period from 2017-2026. The process to develop the 10-Year Plan involves substantial input from the public, elected officials, transit operators, state agencies, planning commissions, and MPOs. With the most recent update, the emphasis on fiscal responsibility continued ensuring that the list of projects remains in line with reasonably anticipated revenue estimates.

The 2017-2020 NH STIP has been developed through a coordinated statewide and metropolitan planning process that is consistent with the requirements of 23 CFR §450.216. All projects designated as regionally significant by the MPOs and through Interagency Consultation (IAC), regardless of the funding source, are included in the STIP. All surface transportation projects that utilize resources from programs funded under title 23 USC and title 49 USC part 53, with the exception of the programs identified in 23 CFR §450.216(g), are included in the STIP. The STIP has been constrained to the available financial resources for 2017 through 2018 and the resources that are reasonably anticipated to be available for 2019 through 2020. To more accurately depict the financial status of the STIP, inflation at a rate of 3.2% is included for projects, satisfying the year of expenditure requirement in 23 CFR §450.216(l).

In accordance with the NH STIP Revision Procedures and the MPO TIP Revision Procedures, a series of minor revisions to the NH 2017-2020 STIP have been approved during the development of the 2017-2020 NH STIP and MPO TIPs. Through an agreement with FHWA NH Division, the MPOs, and other Interagency Consultation Partners, those minor revisions will be incorporated into the 2017-2020 STIP.

Financial Plan

The STIP Financial Plan has been prepared to satisfy the requirements of 23 CFR §450.216 and to provide transparent information to the public. According to federal regulations, the STIP shall include projects, or identified phases of projects, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of

the project. Additionally, in the current and the next future years of the STIP, funds for projects located in the nonattainment or maintenance areas of NH must be committed or available.

This Program ensures that funding is available for all projects through the use of a variety of resources, including, but not limited to, federal resources, with appropriate match amounts, state resources from the Highway Trust Fund and those provided in the budget of the State of NH, turnpike revenue, and local and private revenue sources.

The NHDOT STIP Financial Constraint process is based on the following principles:

- All Federal funds obligated will be appropriately matched and the matching funds are indicated in the constraint analysis and at the project level;
- Federal apportionments for federal fiscal years 2017 through 2020 are based on figures in the Status of Funds published by FHWA at the time the STIP action is drafted.
- All projects funded in the STIP are included in the analysis of STIP financial constraint;
- Stand-alone projects with funding authorization under a Programmatic (Grouped projects) are made available to RPCs for inclusion in their TIP. Grouped project have similar function, work type, or area; and are selected using competitive selection, inspection, or data collection process.
- State match budgeted for FY 2017-2020 (as discussed and agreed to by NHDOT and FHWA) will be in the form of Turnpike Toll Credits;
- Matching funds provided by municipalities and other sources will be committed by those entities before any work may begin on the project;
- Advance Construction (AC) may be used at the State's discretion in accordance with Title 23, Section 115;
- Turnpike Toll Credits may be used to provide the non-federal match requirements of a project provided that credits are available.
- GARVEE bonds or other bonding mechanisms may be used to fund specific projects within the STIP where those funds can be considered to be reasonably anticipated to be available or are available.
- To estimate year of expenditure dollars for future years in the STIP, an annual inflation rate of 3.2% is applied for each year beyond the current.
- By funding category, apportionment balances from previous years as well as the transfer flexibility inherent within SAFETEA-LU and continued with the FAST Act will be utilized as necessary.

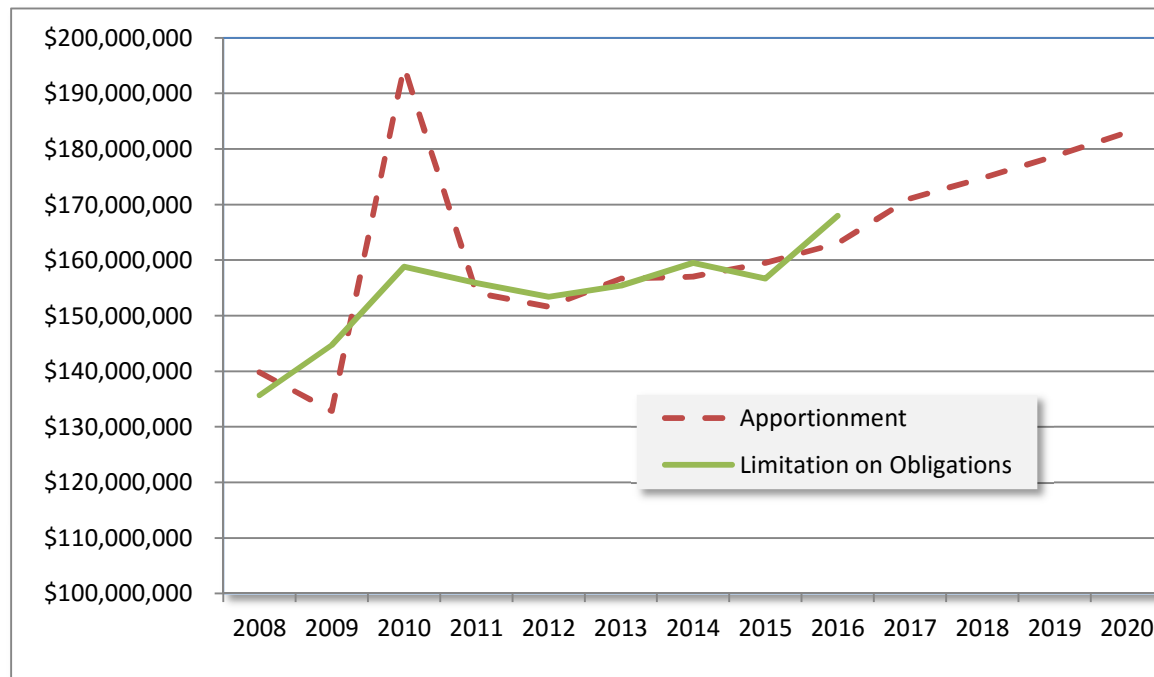
The NHDOT developed an annual estimated rate of inflation of 2.55% with the concurrence of the FHWA Division Office. That rate is a rolling rate based on historical trends over a 10-year period. The 2.55% annual rate is being used by the NHDOT in the development of the 2019-2028 Ten-Year-Plan to help account for the effects of inflation on the overall program. Similarly, in the 2017-2020 STIP that rate is applied to all projects one year after their most current estimate and is compounded

annually. For projects planned as advance construction, the entire construction cost is inflated in the year of advertising and not compounded in each year of anticipated conversion.

Federal Resources

The majority of federal resources are allocated to the states through annual apportionments outlined in the active transportation bill, FAST Act. In addition to the apportionment, the federal government establishes, on an annual basis and in accordance with Public Law 112-141, a “limit on obligations” that functions as a ceiling on the amount of funds that may be requested in a fiscal year. **Figure 1** outlines the trend over recent years for both apportionments and limitation on obligations for NH in the core apportioned programs.

Figure 1 – Trends in NH’s Apportionment & Limit on Obligations



In addition to annual apportionments, states may receive federal resources for transportation projects through other programs. Funding from these programs is typically contingent upon successful application for a specific project or projects. As there can be no reasonable assumption made that an application will be successful, FHWA guidance indicates that these funding sources should not be considered “available” or “committed” for purposes of financial constraint. The 2017-2020 NH STIP has been developed to be consistent with the guidance and does not include any revenue assumptions for such programs.

A third source of revenue for projects from the federal government is made available through congressional earmarks. Earmark funds are not subject to many of the limitations that normal apportionments are and may be moved between fiscal years based on availability and project schedule without adherence to the limitation on obligations. In fiscal year 2016, NHDOT, working with FHWA, reviewed Earmarks for repurposing. Earmarks signed into law prior to September 30, 2005, and had no funds expended or the project was complete would be eligible for repurposing to another project within 50 miles of the Earmark project as long as the Earmark funds were not replacing obligated funds. As such, the 2017-2020 STIP was developed with the assumption that earmark funds that have already been designated or repurposed will be available for the identified project when the project is ready to move forward. Federal guidance also specifies that future earmarks that have not yet been approved by Congress may not be assumed as revenue in a STIP. Consistent with that guidance, the NH STIP includes only approved and designated earmark funds.

State Resources

Per RSA 9:4, it is required that every state agency submits to the Commissioner of Administrative Services two budgets biennially for consideration:

On or before October 1 of all even years (October 2016 for the purpose of this STIP), an operating budget must be developed that shows maintenance expenditures necessary for the agency. Maintenance expenditures are defined as “the cost of providing the same level of service authorized and funded in the preceding fiscal year, incorporating changes in the population, economic conditions, and other factors outside the control of the accounting unit”.

In addition, on or before November 15 prior to each biennial legislative session, all departments of the state shall transmit to the commissioner of administrative services, a reduction level expenditure estimate for each fiscal year of the ensuing biennium for administration, operation, and program services, including costs for workers' compensation and unemployment compensation.

By June 30 of the following odd numbered year, the Governor and Legislature make the final recommendations and approvals of the agency budgets, based on their reviews, and the normal legislative process.

Agency budgets are to be built from the bottom-up using a zero-based budgeting approach. With this zero-based budgeting approach, it is ensured agencies review all program areas. This should aid in prioritization, determining the effectiveness of programs, and identifying areas where efficiencies can be achieved.

In 2014, New Hampshire SB 367 was signed into law; this bill which increases the gas tax in order to allow the issuance and payment of general obligation bonds (currently a repayment of a TIFIA direct loan) to widen I-93, and to provide additional funding for the district rehabilitation program, the district resurfacing program; the state bridge aid program; and the highway and bridge betterment program.

For STIP planning purposes, the Fiscal Years 2017 - 2020 budget contains the best information NHDOT has available regarding anticipated state revenue, as well as total expenditures that are planned as part of the budget. If there are changes in the budgeted amounts within NHDOT's budget for Federal-aid projects, then it will be appropriate for the STIP Financial Constraint to be updated, adjusting project schedules to meet the projected resources. Any project changes in the STIP would require appropriate amendments, including coordination with MPO's, FHWA, FTA, EPA and other agencies as required.

Toll Credits

Federal regulations (23 USC §120) allow a State to use toll credits toward the non-Federal match requirement of a project, provided that the project is listed in the STIP. These credits are based on toll revenues that are generated and used by public, quasi-public, and private agencies to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce. Such public, quasi-public, or private agencies shall have built, improved, or maintained such facilities without Federal funds.

To receive these toll credits, a State shall show that it has maintained its non-Federal transportation capital expenditures in accordance with the given requirements. NHDOT has shown that it has met these requirements in the past, and has utilized toll credits to match federal funds. Consistent with existing practices, the 2017-2020 STIP identifies the use of toll credits by project and accounts for the use as part of the financial constraint information.

At the end of federal fiscal year 2016 NH had a balance of toll credits in the amount of \$283M; this amount far exceeds the 20% match required of the State. The total amount of toll credits for all four years of the STIP is \$119M. Identified at

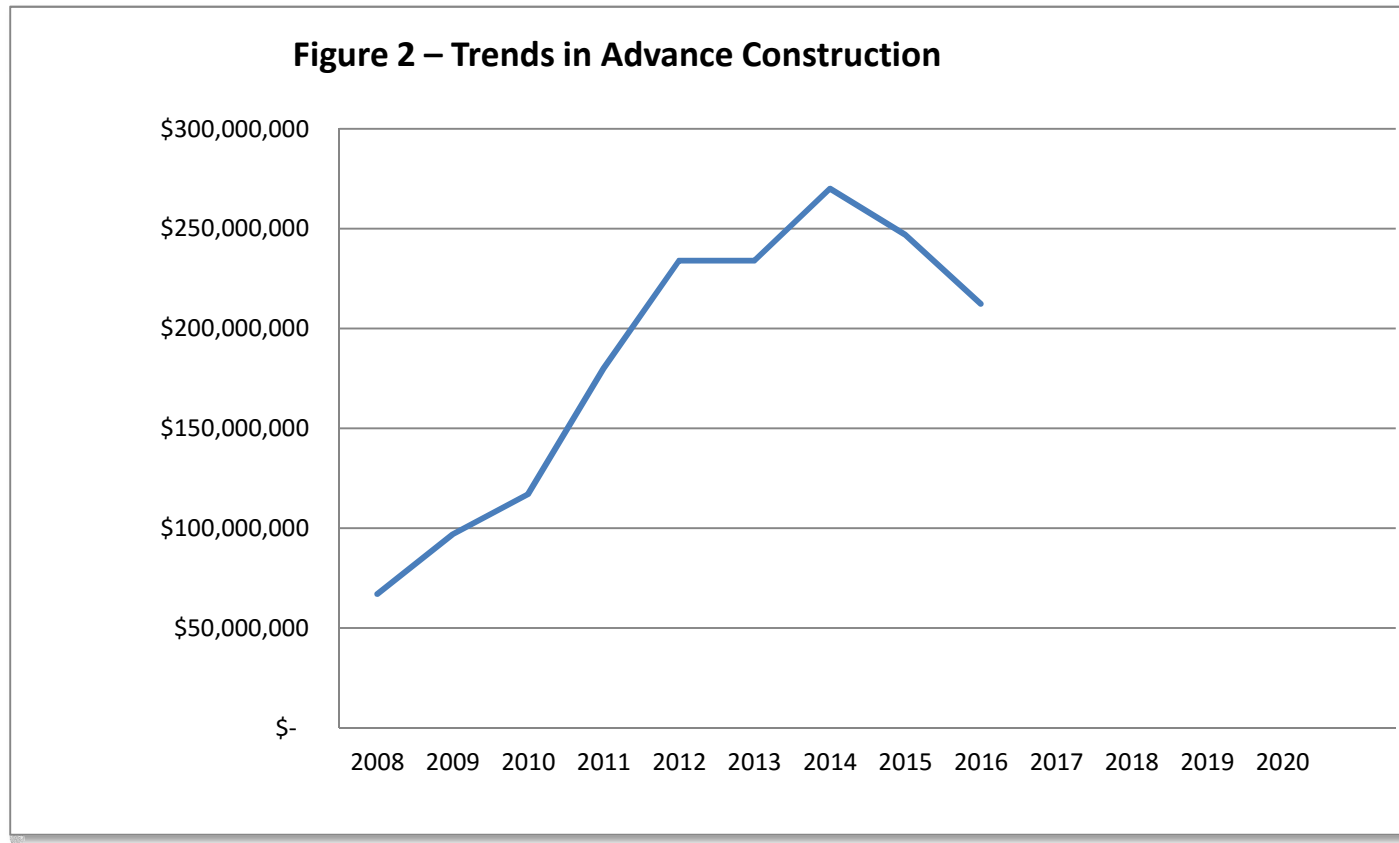
the project level in the STIP, NHDOT may coordinate with FHWA to use toll credits on a case-by-case basis in any of the STIP years. The use of this matching mechanism will be documented in the STIP as Amendments are published.

Advance Construction

Under the provisions of 23 USC part 115(a) and as further outlined in 23 CFR §630, the State may utilize Advance Construction (AC) on Federal-aid projects with the approval of FHWA. Guidance from the FHWA Resource Center has indicated that the cumulative amount of AC should remain below 1½ times the annual apportionment of federal funds for FHWA programs. Advance construction is subject to approval from FHWA and will be tracked as normal Federal-aid projects are in the federal Financial Management Information System.

The NHDOT has assumed a conservative approach for AC with a standing goal to ensure that conversions to Federal-aid remain ahead of actual project expenditures. The STIP must remain financially constrained if there are any modifications to the anticipated AC conversion schedules of projects.

Beginning in the summer of 2009 the NHDOT revised the process of AC to include preliminary engineering and right of way. All active projects were updated with the appropriate AC amount for all phases resulting in an increased AC balance.



Turnpike Authority

Pursuant to 23 CFR §450.216(h) a STIP must contain all regionally significant projects regardless of funding source. On the turnpike system most capacity related improvements or system expansions qualify as regionally significant as defined in federal regulations. The determination of regional significance is made at the MPO level, or by the DOT in rural areas, with input through Interagency Consultation. As the 2017-2020 STIP contains all projects that have been identified as regionally significant, several projects on the turnpike system are listed.

Additionally, the federal regulations governing the MPO TIPs, MTPs, and the associated air quality conformity determination for nonattainment and maintenance areas, including 23 CFR §450.324(i) and 40 CFR §93, stipulate that the availability of funds must be demonstrated for all included projects. To provide information to the MPOs and to demonstrate financial constraint of the STIP, anticipated revenue and expenditures for the turnpike system have been documented in the Financial Constraint Summary tables. As illustrated in those tables, the turnpike system is financially constrained overall within each year of the STIP.

Bonds

The State of New Hampshire, through action of the legislature, has the ability to issue and utilize Grant Anticipation Revenue Vehicle (GARVEE) bonds up to an amount equal to \$490M for construction associated with the improvement and expansion of Interstate 93 from Salem to Manchester, the replacement of the Sarah Mildred Long Bridge and any other federally aided highway project authorized by legislature. A GARVEE bond is issued by the state with the presumption that federal funds will continue to be available to pay for debt service in the future. GARVEE bonds provide a short-term influx of funding to advance projects that may otherwise take many years to construct. GARVEE bonds may only be issued with the concurrence of FHWA.

A memorandum of agreement is issued between the NHDOT, NH Treasurer, and FHWA to facilitate each bond issuance. In November of 2010 the first bonds were issued for the I-93 Corridor Projects totaling \$80M. An additional \$115M of GARVEE bonds issued in 2012 for the I-93 Corridor Projects. The financial constraint information reflects the anticipated use of GARVEE funds for the I-93 Corridor Projects, including the applicable debt service costs. The project list identifies the construction cost of each project as well as the relative share of interest costs.

The NHDOT strives to meet the financial challenges of the State's transportation system, all potential revenue sources will continue to be evaluated. In the event that new financing techniques are used to meet the funding requirements of any Federal-aid projects, the STIP will be updated accordingly.

Transportation Infrastructure Finance and Innovation Act – TIFIA

New Hampshire received a TIFIA loan in 2016 and is using it as a major funding component for the completion of the I-93 Corridor Projects.

TIFIA was enacted in 1998 as part of TEA-21; it is a Federal credit program for major transportation investments; with the passage of MAP-21 in 2012, substantial changes were made in the TIFIA credit program by expanding eligibility to include related projects that were grouped together. The goal of this program is to leverage limited federal resources and stimulate private capital investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance.

The State of New Hampshire applied and was approved for a TIFIA direct loan for the I-93 Corridor Projects in the spring of 2016. By using the TIFIA loan the Department will be able to pledge approximately \$19 - 20M in funds per year, for nine years, for resurfacing and the rehabilitation of rural state roads and red-listed bridges. A list of TIFIA financed bridge projects is attached at the end of the Financial Plan.

Debt service for the TIFIA loan will be paid with proceeds from the road toll increase in SB367.

Operations & Maintenance

As outlined in 23 CFR §450.216(m), the STIP must include financial information on revenues and expenditures to adequately operate and maintain Federal-aid highways. To satisfy that requirement, system-level estimates for operations and maintenance of the Federal-aid system are provided in the Financial Constraint Analysis Summary tables for each year of the STIP. The estimates provided include funds for all anticipated needs for the regular maintenance and operation of the Federal-aid system in NH. The NHDOT asserts that the Federal-aid system in NH is adequately maintained through the maintenance and operations budget of the Department and through the more substantial maintenance and preservation projects funded through specific state and Federal-aid categories. For FY 2017 \$130,353,747 is budgeted for Operations and Maintenance, and in the next budget awaiting approval, FY 2018 has \$131,966,254 and FY 2019 has \$132,253,645 proposed.

Other Resources

The 2017-2020 NH STIP documents the amount of funds contributed by other sources to match Federal-aid funds for every project. Other sources of funds to match Federal-aid dollars are typically municipalities, but also include private entities, other public entities, and other states. Other sources of funds for projects in nonattainment or maintenance areas in the first two years of the STIP will be listed only if funding has been committed.

Public Involvement

The continual and coordinated planning process in NH involves substantial public involvement throughout the entire process. Beginning with the development of the statewide LRTP and the regional MTPs, public outreach and input serves as the basis to create the overall framework for transportation planning in the State. For the development of the 10-Year Plan 18 public hearings were held throughout the State that were attended by over 450 members of the public. Following the approval of the 10-Year Plan, the MPOs continued public outreach efforts, consistent with federal regulations, for the development of each MPOs TIP.

The development of the NH STIP is the last step in the continuing transportation planning process. A public comment period of ten days for the 2017-2020 NH STIP was held during the month of March 2017. The notice was posted in a statewide newspaper, on the internet and through each of the nine regional planning commissions.

STIP Revisions

In November, 2015 the NHDOT adopted and both FHWA and FTA approved STIP Revision Procedures (**Appendix A**) for the NH STIP. Those procedures outline thresholds and protocols for revisions to the STIP in the form of both modifications and amendments. The Procedures also established an Expedited Project Selection Procedure, to advance or delay projects, for the non-MPO areas of NH. Subsequent to the development of these procedures at the statewide level, each of the four MPOs adopted similar procedures resulting in improved consistency and coordination between STIP and TIP revisions. The NH STIP Revision Procedures will be revised on a periodic basis on changes in federal and state requirements, or at the request from the Interagency.

Major Revisions to the STIP and TIPs in the form of Amendments will be processed as outlined in **Figure 3**. The dates listed tentatively indicate when the proposed Amendments will be ready for public comment.

Figure 3 – Amendment Schedule

1	May, 2017
2	October, 2017
3	February, 2018
4	June, 2018
5	October, 2018
6	February, 2019

NH STIP 2017-2020 Financial Constraint Documentation

5-Milford FHWA Traffic Improvements
6-Nashua Crown Street Park and Ride

	2017					2018				
	Improvement Program					Improvement Program				
	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	*Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 5,401,612	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,720,000
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ 8,766	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,090,449	\$ -	\$ -	\$ -	\$ -	\$ 1,705,600
Congestion Mitigation and Air Quality Pro	\$ 10,260,480	\$ -	\$ 349,926	\$ 10,610,406	\$ 2,850,811	\$ 10,683,212	\$ -	\$ 265,710	\$ 10,948,922	\$ 4,479,823
Highway Safety Improvement Program (H	\$ 9,111,694	\$ -	\$ -	\$ 9,111,694	\$ 6,826,500	\$ 9,487,096	\$ -	\$ 42,002	\$ 9,529,098	\$ 9,594,672
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 1,698,399	\$ -	\$ -	\$ -	\$ -	\$ 1,136,052
National Highway Freight	\$ 4,475,320	\$ -	\$ -	\$ 4,475,320	\$ -	\$ 4,659,703	\$ -	\$ -	\$ 4,659,703	\$ -
National Highway System	\$ 90,637,503	\$ -	\$ 20,383	\$ 90,657,886	\$ 67,769,366	\$ 94,371,768	\$ -	\$ 292,404	\$ 94,664,172	\$ 49,549,093
NSTI National Summer Transportation Ins	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 30,000
RL - Rail Highway	\$ 1,150,000	\$ -	\$ -	\$ 1,150,000	\$ 1,044,000	\$ 1,197,380	\$ -	\$ -	\$ 1,197,380	\$ 1,044,000
Recreational Trails	\$ 1,260,649	\$ -	\$ 312,500	\$ 1,573,149	\$ 1,250,000	\$ 1,312,588	\$ -	\$ 312,500	\$ 1,625,088	\$ 1,250,000
Redistribution	\$ 553,516	\$ -	\$ -	\$ 553,516	\$ 68,911	\$ 576,321	\$ -	\$ -	\$ 576,321	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ 2,851,613	\$ -	\$ -	\$ -	\$ -	\$ 443,003
TAP - Transportation Alternatives	\$ 2,623,489	\$ -	\$ 826,198	\$ 3,449,687	\$ 3,304,793	\$ 2,731,577	\$ -	\$ 638,400	\$ 3,369,977	\$ 2,553,600
Transportation and Community and Syste	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-5 to 200K	\$ 7,545,578	\$ -	\$ 59,370	\$ 7,604,948	\$ 4,711,793	\$ 7,856,456	\$ -	\$ -	\$ 7,856,456	\$ 7,301,674
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 218,451	\$ -	\$ -	\$ -	\$ -	\$ 36,326
STP-Areas Over 200K	\$ 5,279,308	\$ -	\$ 573,524	\$ 5,852,832	\$ 2,623,283	\$ 5,496,815	\$ -	\$ 454,080	\$ 5,950,895	\$ 2,186,496
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 9,442,354	\$ -	\$ 201	\$ 9,442,555	\$ 6,043,439	\$ 9,831,379	\$ -	\$ -	\$ 9,831,379	\$ 8,788,246
STP-Off System Bridge	\$ 3,672,842	\$ -	\$ -	\$ 3,672,842	\$ 291,497	\$ 3,824,163	\$ -	\$ -	\$ 3,824,163	\$ -
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 16,081,533	\$ -	\$ 502,598	\$ 16,584,131	\$ 50,696,612	\$ 16,744,092	\$ -	\$ 578,785	\$ 17,322,877	\$ 48,392,692
Recovered De-Obligations	\$ -	\$ -	\$ -	\$ -	\$ (31,971,945)	\$ -	\$ -	\$ -	\$ -	\$ -
TIFIA	\$ -	\$ -	\$ 34,221,205.20	\$ 34,221,205	\$ 34,221,205.20	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ 292,448	\$ -	\$ -	\$ 292,448	\$ 292,448	\$ 3,151,634	\$ -	\$ -	\$ 3,151,634	\$ 3,151,634
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ 12,081,602	\$ -	\$ 509,148	\$ 12,590,749	\$ 12,590,749	\$ 3,079,763	\$ -	\$ 746,067	\$ 3,825,830	\$ 3,825,830
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
National Highway (NHPP) Exempt	\$ 2,480,907	\$ -	\$ -	\$ 2,480,907	\$ -	\$ 2,583,120	\$ -	\$ -	\$ 2,583,120	\$ -
Redistribution (Year End)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 33,770,723	\$ -	\$ -	\$ -	\$ -	\$ 30,260,823
Total	\$ 177,119,223	\$ -	\$ 38,300,053	\$ 215,419,275	\$ 208,088,476	\$ 177,757,067	\$ -	\$ 4,254,948	\$ 182,012,015	\$ 179,854,565
FY 2017 Estimated Obligational Limit**	\$ 159,902,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ 15,004,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Adjusted Total	\$ 174,907,566	\$ -	\$ 38,300,053	\$ 213,207,618	\$ 208,088,476	\$ 177,757,067	\$ -	\$ 9,509,287	\$ 187,266,354	\$ 184,713,138
FTA (Federal-Aid with Match)***										
FTAS307	\$ 7,553,310	\$ -	\$ 4,169,768	\$ 11,723,078	\$ 8,487,154	\$ 7,795,016	\$ -	\$ 4,248,993	\$ 12,046,445	\$ 8,651,516
FTAS307_NHDOT	\$ 3,483,911	\$ -	\$ 696,782	\$ 4,180,693	\$ 4,111,390	\$ 3,595,396	\$ -	\$ 719,079	\$ 4,314,475	\$ 3,474,877
FTAS307_NHDOT (Prior Year Carry Over)	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTAS309 (Prior Year Carry Over)	\$ 600,000	\$ -	\$ 200,000	\$ 800,000	\$ 800,000	\$ 624,720	\$ -	\$ -	\$ 624,720	\$ -
FTAS310	\$ 2,004,646	\$ -	\$ 521,161	\$ 2,525,807	\$ 1,284,646	\$ 2,068,794	\$ -	\$ 542,676	\$ 2,611,470	\$ 1,370,705
FTAS311	\$ 8,232,148	\$ -	\$ 1,646,430	\$ 9,878,578	\$ 6,585,718	\$ 8,495,577	\$ -	\$ 1,699,115	\$ 10,194,692	\$ 6,796,462
FTAS339	\$ 2,178,164	\$ -	\$ 694,155	\$ 2,872,319	\$ 2,939,312	\$ 2,247,866	\$ -	\$ 640,360	\$ 2,893,143	\$ 2,597,499
Total	\$ 27,052,179	\$ -	\$ 7,928,296	\$ 34,980,475	\$ 27,208,221	\$ 24,827,369	\$ -	\$ 7,850,224	\$ 32,684,946	\$ 22,891,058
FHWA/FTA Tot	\$ 201,959,745	\$ -	\$ 46,228,349	\$ 248,188,094	\$ 235,296,697	\$ 202,584,436	\$ -	\$ 17,359,511	\$ 219,951,300	\$ 207,604,196
Innovated Financing										
GARVEE Bond Funds ****	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
StateFund Sources										
Turnpike Capital	\$ -	\$ 27,459,446	\$ -	\$ 27,459,446	\$ 27,459,446	\$ -	\$ 28,684,611	\$ -	\$ 28,684,611	\$ 28,629,815
Turnpike Program	\$ -	\$ 28,084	\$ -	\$ 28,084	\$ 28,084	\$ -	\$ 28,320	\$ -	\$ 28,320	\$ 28,320
Turnpike Renewal & Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,917,043	\$ -	\$ 1,917,043	\$ 1,917,043
Total	\$ -	\$ 27,487,530	\$ -	\$ 27,487,530	\$ 27,487,530	\$ -	\$ 30,629,974	\$ -	\$ 30,629,974	\$ 30,575,177
SOURCES Total	\$ 201,959,745	\$ 27,487,530	\$ 46,228,349	\$ 275,675,623	\$ 262,784,227	\$ 202,584,436	\$ 30,629,974	\$ 17,359,511	\$ 250,581,275	\$ 238,179,374

* Federal Resources: Apportioned Funds from Status of Funds 4/19/2017

** Constraint Limits

FY 2017 Estimated Obligational Limit is based on the FY2016 Ob Limit multiplied by FAST Act Escalation of 1.02065

FY 18 Program Funds Based on FY 17 Current Status of Funds Multiplied by 1.0412 to Equal FY Estimated FAST Act Amounts

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0226

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

*** FTA Current Year Available funds and prior grant funds.

**** Anticipated GARVEE Bonds

NH STIP 2017-2020 Financial Constraint Documentation

5-Milford FHWA Traffic Improvements
6-Nashua Crown Street Park and Ride

	2019					2020				
	Improvement Program					Improvement Program				
	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed	Federal Resources	State Resource	Local/Other Resource	Total Resource	Total Programmed
	Available	Available	Available	Available	Inflated	Available	Available	Available	Available	Inflated
FHWA (Federal-Aid with Match)										
Bridge Off System	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 5,366,379	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ 3,777,377
Bridge On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge On/Off System	\$ -	\$ -	\$ -	\$ -	\$ 1,808,842	\$ -	\$ -	\$ -	\$ -	\$ 3,302,299
Congestion Mitigation and Air Quality Progra	\$ 10,924,652	\$ -	\$ -	\$ 10,924,652	\$ 3,593,189	\$ 11,186,844	\$ -	\$ -	\$ 11,186,844	\$ -
Highway Safety Improvement Program (HSIP)	\$ 9,701,504	\$ -	\$ -	\$ 9,701,504	\$ 8,740,936	\$ 9,934,340	\$ -	\$ -	\$ 9,934,340	\$ 8,918,173
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ 4,765,012	\$ -	\$ -	\$ 4,765,012	\$ 4,879,373	\$ 4,879,373	\$ -	\$ -	\$ 4,879,373	\$ -
National Highway System	\$ 96,504,570	\$ -	\$ -	\$ 96,504,570	\$ 33,854,941	\$ 98,820,680	\$ -	\$ -	\$ 98,820,680	\$ 30,846,251
NSTI National Summer Transportation Institu	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 30,000
RL - Rail Highway	\$ 1,224,441	\$ -	\$ -	\$ 1,224,441	\$ 1,044,000	\$ 1,253,827	\$ -	\$ -	\$ 1,253,827	\$ 1,044,000
Recreational Trails	\$ 1,350,019	\$ -	\$ 312,500	\$ 1,662,519	\$ 1,250,000	\$ 1,382,420	\$ -	\$ 312,500	\$ 1,694,920	\$ 1,250,000
Redistribution	\$ 589,346	\$ -	\$ -	\$ 589,346	\$ -	\$ 603,490	\$ -	\$ -	\$ 603,490	\$ -
Restoration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP - Transportation Alternatives	\$ 2,793,310	\$ -	\$ 638,420	\$ 3,431,730	\$ 2,553,680	\$ 2,860,350	\$ -	\$ 638,420	\$ 3,498,770	\$ 2,553,680
Transportation and Community and System	\$ 8,034,012	\$ -	\$ 603,336	\$ 8,637,348	\$ 4,756,411	\$ 8,226,828	\$ -	\$ 525,680	\$ 8,752,508	\$ 4,331,897
STP-S to 200K	\$ -	\$ -	\$ -	\$ -	\$ 3,028,928	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Areas Less Than 200K	\$ -	\$ -	\$ -	\$ -	\$ 3,913,209	\$ 5,755,949	\$ -	\$ 54,955	\$ 5,810,904	\$ 6,628,072
STP-Areas Over 200K	\$ 5,621,044	\$ -	\$ 532,512	\$ 6,153,556	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
STP-DBE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Hazard Elimination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Non Urban Areas Under 5K	\$ 10,053,568	\$ -	\$ -	\$ 10,053,568	\$ 7,634,746	\$ 10,294,854	\$ -	\$ -	\$ 10,294,854	\$ 2,499,572
STP-Off System Bridge	\$ 3,910,589	\$ -	\$ -	\$ 3,910,589	\$ -	\$ 4,004,443	\$ -	\$ -	\$ 4,004,443	\$ 74,862
STP-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-Safety	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000
STP-State Flexible	\$ 17,974,294	\$ -	\$ 727,570	\$ 18,701,864	\$ 62,110,814	\$ 18,405,677	\$ -	\$ 200,000	\$ 18,605,677	\$ 78,302,696
TIFIA	\$ -	\$ -	\$ 5,423,939.32	\$ 5,423,939	\$ 5,423,939	\$ -	\$ -	\$ 5,597,505	\$ 5,597,505	\$ 5,597,505
TIGER Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIGER Grants (Maine)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Scenic Byways	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training and Education	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000
National Highway (NHPP) Exempt	\$ 2,641,499	\$ -	\$ -	\$ 2,641,499	\$ -	\$ 2,704,895	\$ -	\$ -	\$ 2,704,895	\$ -
Toll Credit	\$ -	\$ -	\$ -	\$ -	\$ 30,005,231	\$ -	\$ -	\$ -	\$ -	\$ 32,043,598
Total	\$ 176,257,860	\$ -	\$ 9,163,278	\$ 185,421,138	\$ 175,520,245	\$ 180,483,969	\$ -	\$ 8,254,060	\$ 188,738,029	\$ 181,604,982
FY 2017 Estimated Obligational Limit**	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Not Subject to Obligational Limit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ADJUSTED AVAILABLE Total	\$ 176,257,860	\$ -	\$ 9,163,278	\$ 185,421,138	\$ 175,520,245	\$ 180,483,969	\$ -	\$ 8,254,060	\$ 188,738,029	\$ 181,604,982
FTA (Federal-Aid with Match)										
FTAS307	\$ 8,044,456	\$ -	\$ 4,427,331	\$ 12,471,787	\$ 7,638,931	\$ 8,301,879	\$ -	\$ 4,555,004	\$ 12,856,883	\$ 7,645,869
FTAS307_NHDOT	\$ 3,710,449	\$ -	\$ 742,090	\$ 4,452,539	\$ 3,586,073	\$ 3,829,183	\$ -	\$ 765,837	\$ 4,595,020	\$ 3,700,827
FTAS309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTAS310	\$ 2,134,996	\$ -	\$ 560,042	\$ 2,695,038	\$ 1,440,168	\$ 2,203,316	\$ -	\$ 577,963	\$ 2,781,279	\$ 1,511,852
FTAS311	\$ 8,767,436	\$ -	\$ 1,753,487	\$ 10,520,923	\$ 7,013,949	\$ 9,047,994	\$ -	\$ 1,809,599	\$ 10,857,593	\$ 7,238,395
FTAS339	\$ 2,319,797	\$ -	\$ 658,737	\$ 2,978,534	\$ 2,656,656	\$ 2,394,030	\$ -	\$ 679,526	\$ 3,076,320	\$ 2,738,371
Total	\$ 24,977,134	\$ -	\$ 8,141,687	\$ 33,118,821	\$ 22,335,777	\$ 25,776,402	\$ -	\$ 8,387,928	\$ 34,167,094	\$ 22,835,315
FHWA/FTA Total	\$ 201,234,994	\$ -	\$ 17,304,965	\$ 218,539,959	\$ 197,856,023	\$ 206,260,371	\$ -	\$ 16,641,989	\$ 222,905,124	\$ 204,440,297
Innovated Financing										
GARVEE Bond Funds ****	\$ -	\$ 20,661,466	\$ -	\$ 20,661,466	\$ 20,661,466	\$ -	\$ 24,976,057	\$ -	\$ 24,976,057	\$ 24,976,057
Total	\$ -	\$ 20,661,466	\$ -	\$ 20,661,466	\$ 20,661,466	\$ -	\$ 12,930,748	\$ -	\$ 12,930,748	\$ 12,930,748
State Fund Sources										
Turnpike Capital	\$ -	\$ 27,382,864	\$ -	\$ 27,382,864	\$ 27,382,864	\$ -	\$ 34,880,120	\$ -	\$ 34,880,120	\$ 34,721,849
Turnpike Program	\$ -	\$ 2,388	\$ -	\$ 2,388	\$ 2,388	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Repl.	\$ -	\$ 6,154,987	\$ -	\$ 6,154,987	\$ 6,154,987	\$ -	\$ 4,389,649	\$ -	\$ 4,389,649	\$ 4,389,649
Total	\$ -	\$ 33,540,239	\$ -	\$ 33,540,239	\$ 33,540,239	\$ -	\$ 39,269,768	\$ -	\$ 39,269,768	\$ 39,111,497
ALL SOURCES Total	\$ 201,234,994	\$ 54,201,704	\$ 17,304,965	\$ 272,741,663	\$ 252,057,727	\$ 206,260,371	\$ 52,200,516	\$ 16,641,989	\$ 275,105,640	\$ 256,482,542

* Federal Resources: Apportioned Funds from Status of Funds

** Constraint Limits

FY 2017 Estimated Obligational Limit is based on the FY2016 Ob Limit multiplied by FAST Act Escalation of 1.02065

FY 18 Program Funds Based on FY 17 Current Status of Funds Multiplied by 1.0412 to Equal FY Estimated FAST Act Amounts

FY 19 Based on FY 18 Multiplied by FAST Act Escalation of 1.0226

FY 20 Based on FY 19 Multiplied by FAST Act Escalation of 1.0239

*** FTA Current Year Available funds and prior grant funds.

**** Anticipated GARVEE Bonds

2017 - 2020 STIP Report Project List

Approved

8/3/2017

MERRIMACK (10136D)

All Project Cost: \$6,652,437

Route/Road/Entity: NH 101A

Scope: Widen 101A from Boston Post Rd to Cont. Blvd & safety impr. at Craftsman Lane / Boston Post Rd

Phase	Year	Federal	State	Other	Total	Funding
PE	2018	\$1,816,320	\$0	\$0	\$1,816,320	STP-State Flexible, Toll Credit
ROW	2019	\$527,187	\$0	\$0	\$527,187	STP-State Flexible, Toll Credit
Construction	2020	\$1,813,523	\$0	\$0	\$1,813,523	STP-State Flexible, Toll Credit
		\$4,157,030	\$0	\$0	\$4,157,030	

Regionally Significant: No

Managed By: DOT

CAA Code: ATT

RPC: NRPC

MILFORD (14492)

All Project Cost: \$2,072,607

Route/Road/Entity: NH 101A & NH 13

Scope: Earmark Project NH038 and NH058. Projects will be created from this parent project.

Phase	Year	Federal	State	Other	Total	Funding
PE	2017	\$178,988	\$0	\$44,747	\$223,735	FHWA Earmarks, Towns
ROW	2017	\$160,000	\$0	\$40,000	\$200,000	FHWA Earmarks, Towns
Construction	2017	\$1,074,468	\$0	\$268,617	\$1,343,085	FHWA Earmarks, Towns
		\$1,413,456	\$0	\$353,364	\$1,766,820	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: ATT

RPC: NRPC

MILFORD TO NASHUA (10136)

All Project Cost: \$3,859,302

Route/Road/Entity: NH 101A

Scope: PE & ROW for improvements at NH101 WB on-ramp and widening from Craftsman Ln to Continental Blvd

Phase	Year	Federal	State	Other	Total	Funding
PE	2017	\$330,000	\$0	\$0	\$330,000	National Highway System, Toll Credit
ROW	2018	\$561,000	\$0	\$0	\$561,000	National Highway System, Toll Credit
		\$891,000	\$0	\$0	\$891,000	

Regionally Significant: No

Managed By: DOT

CAA Code: LMP

RPC: NRPC

See following project estimate pages, Milford Project 14492 in process of being revised to reconcile with actual remaining earmark balances

2017 - 2020 STIP Report Project List

Approved

8/3/2017

NASHUA (10136B)

All Project Cost: \$12,456,963

Route/Road/Entity: NH Route 101A

Scope: Phase II, Widening and improvements from Somerset Pkwy to Sunapee St & Blackstone Dr to Celina Ave

Phase	Year	Federal	State	Other	Total	Funding
PE	2018	\$1,710,247	\$0	\$0	\$1,710,247	National Highway System, Toll Credit
		\$1,710,247	\$0	\$0	\$1,710,247	

Regionally Significant: No

Managed By: DOT

CAA Code: LMP

RPC: NRPC

NASHUA (13117)

All Project Cost: \$3,539,687

Route/Road/Entity: Crown Street

Scope: CONSTRUCT PARK & RIDE AND ACCESSORY FACILITIES AT UP TO TWO NASHUA LOCATIONS

Phase	Year	Federal	State	Other	Total	Funding
Construction	2017	\$1,698,000	\$0	\$0	\$1,698,000	Congestion Mitigation and Air Quality Program, Toll Credit
		\$1,698,000	\$0	\$0	\$1,698,000	

Regionally Significant: Yes

Managed By: Muni/Local

CAA Code: E-56

RPC: NRPC

NASHUA (16314)

All Project Cost: \$3,661,000

Route/Road/Entity: EAST HOLLIS STREET

Scope: Intersection improvements at East Hollis St and Bridge St from C St to the Hudson Town Line.

Phase	Year	Federal	State	Other	Total	Funding
PE	2017	\$386,240	\$0	\$0	\$386,240	STP-Areas Over 200K, Toll Credit
PE	2018	\$200,000	\$0	\$0	\$200,000	STP-Areas Over 200K, Toll Credit
ROW	2018	\$223,837	\$0	\$0	\$223,837	STP-Areas Over 200K, Toll Credit
Construction	2020	\$2,850,922	\$0	\$0	\$2,850,922	STP-Areas Over 200K, Toll Credit
		\$3,661,000	\$0	\$0	\$3,661,000	

Regionally Significant: No

Managed By: Muni/Local

CAA Code: LMP

RPC: NRPC

PROJECT ESTIMATE

Estimate Dated:09/20/2017

Project Number 14492 / X-A000(416)
Project Name / Road MILFORD, NH 101A & NH 13
Project Manager Tom Jameson
PM Auth. Phases PE, ROW
Type Programming

Project Dates

Ad Information

Ad Date 07/19/2019
Post to Ad Schedule No
Ad Date Explanation Project scope submitted.

Other Dates

On Shelf ---
Project Start 01/01/2007
Project End 10/19/2019

Last Approved Estimate

Dated 05/17/2017
Type Programming

Days to Approve

Routees 1 days
Project Finance 0 days
FHWA ---

Project Details

Estimate Type	Programming	Mode	Highway/Bridge
Bureau Type	Planning and Comm. Assist.	Work Zone	Not Specified
Relationship	Parent	Is Reg. Sig.	No
Parent	---	Project Status	Planned
Managed By	Muni/Local		
Town(s)	Milford		
Team List	---		
Accounting Units	2945:MUNICIPAL AID - FEDERAL; 3054:CONSOLIDATED FEDERAL		
Work Series	---		
Bridges	---		
Alternate References	NH038, NH058,None Provided		
Advertises With	---		
Investment	Expansion 100%;		



PROJECT ESTIMATE

Estimate Dated:09/20/2017

Project Description

Earmark Project NH038 and NH058. Projects will be created from this parent project.

Project Scope

IMPROVEMENTS IN THE AREA KNOWN AS THE "OVAL" TO IMPROVE TRAFFIC FLOW BASED ON RESULTS OF ONGOING TRAFFIC STUDIES WITHIN THE TOWN [Section 1702 - Designated Project; Demo Id NH038 & NH058]

Estimate Description

The purpose of this estimate is to move PE funds to FY2018 and to move ROW and CON funds to FY2019. Also the performance end date has been changed to reflect a modified project schedule.

Funding Instructions

The funding is 80% Federal funding under the Section 1702 Program and 20% Town funds.

Project has 2 earmarks [Demo Id NH038 & NH058]

This estimate reconciles the current estimate with FMIS and the current balance in Earmark NH058



PROJECT ESTIMATE

Estimate Dated:09/20/2017

Project Total

PE	Proposed Amount	Existing Amount	Change	Indirect Dollars
Ear-NH038				
2007	\$98,218.75	\$98,218.75	\$0.00	\$0.00
2010	\$32,574.75	\$32,574.75	\$0.00	\$0.00
2017	\$0.00	\$223,735.00	\$(223,735.00)	\$0.00
Ear-NH058				
2010	\$39,281.25	\$39,281.25	\$0.00	\$0.00
2016	\$0.00	\$100,000.00	\$(100,000.00)	\$0.00
2018	\$223,735.00	\$0.00	\$223,735.00	\$0.00
Subtotal	\$393,809.75	\$493,809.75	\$(100,000.00)	\$0.00
ROW	Proposed Amount	Existing Amount	Change	Indirect Dollars
Ear-NH038				
2010	\$35,712.50	\$35,712.50	\$0.00	\$0.00
2017	\$0.00	\$200,000.00	\$(200,000.00)	\$0.00
Ear-NH058				
2019	\$200,000.00	\$0.00	\$200,000.00	\$0.00
Subtotal	\$235,712.50	\$235,712.50	\$0.00	\$0.00
Construction	Proposed Amount	Existing Amount	Change	Indirect Dollars
Ear-NH038				
2017	\$0.00	\$207,800.25	\$(207,800.25)	\$0.00
Ear-NH058				
2017	\$0.00	\$1,135,284.25	\$(1,135,284.25)	\$0.00
2019	\$812,705.25	\$0.00	\$812,705.25	\$0.00
Subtotal	\$812,705.25	\$1,343,084.50	\$(530,379.25)	\$0.00
Grand Total:	\$1,442,227.50	\$2,072,606.75	\$(630,379.25)	\$0.00

Report Requested by: PMs and Project Finance.

Subtotal Milford 14492 Revised FY2017 and 2018 Funds
\$1,236,440
Revision currently being processed.



RESOLUTION

RELATIVE TO THE RE-APPROPRIATION OF FISCAL YEAR FY2018 ESCROWS

CITY OF NASHUA

In the Year Two Thousand and Seventeen

RESOLVED by the Board of Aldermen of the City of Nashua that the sum of \$1,548,428.33 as outlined in the attached FY18 Escrow Requests document be re-appropriated as FY18 Escrows in compliance with procedures established in NRO 5-130 and recorded in a manner consistent with previously established accounting procedures. The sources of said escrows shall be FY17 unexpended appropriations as follows:

General Fund Operating Budgets – Unlike (Within Specific Departments)	\$ 401,367.33
General Fund Operating Budgets – Unlike (Other or Multiple Departments)	<u>1,147,061.00</u>
Total	<u>\$ 1,548,428.33</u>

The approved funds will be utilized only for the purposes set forth in the attached FY18 Escrow Requests document. Prior to final passage, if the final FY17 departmental and/or line item balance is determined to be less than any individual escrow request, then the lesser amount will be the amount actually escrowed.

LEGISLATIVE YEAR 2017

RESOLUTION: R-17-121

PURPOSE: Relative to the re-appropriation of Fiscal Year 2018 escrows

SPONSOR(S): Mayor Jim Donchess

**COMMITTEE
ASSIGNMENT:**

FISCAL NOTE: The escrows shown on the attached worksheet are department requests for unlike purposes. The proposed unlike escrow amount of \$1,548,428.33 represents approximately six tenths of one percent (0.6%) of the FY2017 Adopted General Fund Operating Budget. The "like for like" escrows approved by Mayor Donchess total \$991,499.50. Note that any approved escrows decrease surplus at fiscal year's end.

ANALYSIS

This resolution authorizes the re-appropriation as FY18 escrows for the stated amounts and purposes, in compliance with procedures established in NRO 5-130. The sources of said escrows are FY17 unexpended appropriations. The approved funds will be utilized only for the purposes set forth in the attached FY18 Escrow Request document. If, prior to final passage, the final FY17 departmental and/or line item balance is determined to be less than any individual escrow request, then the lesser amount will be the amount actually escrowed.

**Approved as to account
structure, numbers,
and amount:**

Financial Services Division

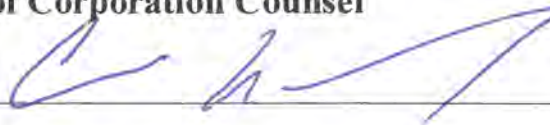
By:



Approved as to form:

Office of Corporation Counsel

By:



Date: August 2, 2017

7-Nashua Rail Feasibility Study

					City of Nashua		R-17-121
					Fiscal Year 2018 Escrow Unlike Requests		
					Requiring Board of Aldermen Approval		
Line	Department		FROM	DEPT	Original	Explanation For	Escrow
No.	Requesting the Escrow	Fund	Department	Number	Budgeted Purpose	Escrow Request	Request Amount
	General Fund Operating Budgets - Funding within Specific Departments						
1	Board of Aldermen	1000	Board of Aldermen	102	Salaries	To fund the cost of Aldermanic Chamber improvements	\$ 6,000.00
2	Board of Aldermen	1000	Board of Aldermen	102	Salaries	To fund the cost of office supplies	1,000.00
3	Police	1000	Police	150	Supplies & Materials	To fund the cost of replacement guns and holsters	55,000.00
4	Police	1000	Police	150	Supplies & Materials	To fund the cost of gas masks for the Mobile Field Force Unit	10,000.00
5	Fire	1000	Fire	152	Salaries	To transfer funds to Fire Emergency ETF	20,000.00
6	Emergency Management	1000	Emergency Management	156	Salaries	To fund the cost on one Americorps intern	2,000.00
7	Communications	1000	Communications	157	Property Services	To replace two 18 year-old HVAC units at the prime site	12,000.00
8	Parks & Recreation	1000	Parks & Recreation	177	Supplies & Materials	To fund the cost of playground equipment and/or improvements	20,000.00
9	Economic Development	1000	Economic Development	183	Prof and Tech Services	To fund the cost of trainings and certifications	1,000.00
10	Streets	1001	Streets	161	Main St Improvements	To fund the costs of Infrastructure Improvements/Sidewalks	203,534.33
11	Parks & Recreation	1001	Parks & Recreation	177	Rail Trail Lighting	To fund the cost of Labine Park improvements	12,464.00
12	Parks & Recreation	1001	Parks & Recreation	177	Labine Park Carousel	To fund the cost of Labine Park improvements	9,285.00
13	Board of Aldermen	1010	Board of Aldermen	102	Equipment	To fund the cost of Aldermanic Chamber improvements	5,084.00
14	DPW/Engineering	1010	DPW/Engineering	160	Property Services	To provide additional funding for the Bridge Rehabilitation Program	32,000.00
15	DPW/Engineering	1010	DPW/Engineering	160	Property Services	To fund the Burke Street Association Dues and Fire Pump Assessment	12,000.00
16							
17	Subtotal						\$ 401,367.33
18							
19	General Fund Operating Budgets - Funding from Other or Multiple Departments						
20	Financial Services	1000	Streets	161	Various	To transfer funds to CERF	\$ 300,000.00
20	Hydroelectric	1000	Hydroelectric	170	Debt Service	To fund the costs associated with the Jackson Mills Interconnection	50,000.00
21	Community Development	1000	Welfare Assistance	175	Welfare Assistance	To fund the cost of CMAQ Matching Funds	100,000.00
22	Communications	1000	Library	179	Various	To fund the cost of the annual software maintenance of the radio system	191,961.00
23	Financial Services	1000	Debt Service	193	Debt Service	To transfer funds to the City Buildings ETF	150,000.00
24	Economic Development	1000	Debt Service	193	Debt Service	To fund the cost of a Rail Strategic Plan	100,000.00
25	Economic Development	1000	Debt Service	193	Debt Service	To fund the cost of a Housing Market Study	25,000.00
26	Community Development	1000	Debt Service	193	Debt Service	To fund the cost of river water fountains	150,000.00
27	Economic Development	1000	Contingency	194	Contingency	To fund Downtown Concerts	20,000.00
28	Economic Development	1000	Contingency	194	Contingency	To fund the cost of a Marketing Plan	25,000.00
29	Economic Development	1000	Contingency	194	Contingency	To fund the cost of a Business Database	5,000.00
30	Parking	1000	Contingency	194	Contingency	To fund the cost of cameras at the garages	5,600.00
31	Parking	1000	Contingency	194	Contingency	To fund the cost of a parking pay station at the Library	9,500.00
32	Community Development	1000	Contingency	194	Contingency	To fund the cost of a Greenhouse Gas Emissions Study	15,000.00
33							
34	Subtotal						\$ 1,147,061.00
35							
36	Total						\$ 1,548,428.33



RESOLUTION

ESTABLISHING A NASHUA RAIL TRANSIT COMMITTEE

CITY OF NASHUA

In the Year Two Thousand and Seventeen

RESOLVED by the Board of Aldermen of the City of Nashua that

WHEREAS, the City has been working cooperatively with the State to bring passenger rail to New Hampshire;

WHEREAS, recent polling shows that more than 70% of residents in New Hampshire support extending commuter rail into New Hampshire; and

WHEREAS, the Governor recently made public comments encouraging the exploration of an incremental Nashua first approach;

NOW THEREFORE, BE IT RESOLVED by the Board of Alderman of the City of Nashua that a Nashua Rail Transit Committee be established consisting of nine (9) members as follows: Two (2) members of the Board of Aldermen who shall be appointed by the president of the board of aldermen. One (1) member from the Nashua Regional Planning Commission who shall be appointed by the Executive Director of the Commission. One (1) member from the Greater Nashua Chamber of Commerce who shall be appointed by the Chamber's President/CEO. Two (2) residents of the City of Nashua who shall be appointed by the Mayor. One (1) member shall be the Mayor or his or her designee. The remaining two members shall be the city's representatives' on the state rail authority.

The committee is charged with making recommendations and development of a strategy to the mayor and the board of aldermen for bringing passenger rail to Nashua.

The appointed members shall serve at the pleasure of the appointing authority and promulgate said recommendations and strategy documents no later than 120 days after the passing of this resolution. Upon completion of its duties, the committee shall disband. The committee shall elect a chairperson by majority vote and adopt by-laws as necessary to regulate its affairs.

RESOLUTION:

R-17-123

PURPOSE:

Establishing a Nashua Rail Transit Committee

SPONSOR(S):

Mayor Jim Donchess

**COMMITTEE
ASSIGNMENT:**

FISCAL NOTE:

None.

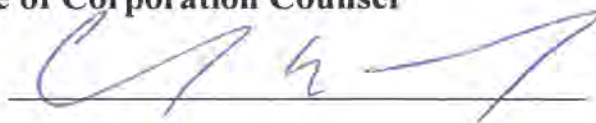
ANALYSIS

This resolution establishes a Nashua Rail Transit Committee as described.

Approved as to form:

Office of Corporation Counsel

By:



August 3, 2017

7-Nashua Rail Feasibility Study

A regular meeting of the Board of Aldermen was held Tuesday, September 12, 2017, at 7:30 p.m. in the Aldermanic Chamber.

President Brian S. McCarthy presided; City Clerk Patricia Piecuch recorded.

Prayer was offered by City Clerk Patricia Piecuch; Alderman David W. Deane led in the Pledge to the Flag.

The roll call was taken with 14 members of the Board of Aldermen present; Alderman-at-Large Daniel T. Moriarty was recorded absent.

Mayor James W. Donchess and Corporation Counsel Steven A. Bolton were also in attendance.

REMARKS BY THE MAYOR

Mayor Donchess

First I'd like to welcome all of our guests to the Aldermanic Chamber. In a number of years in city government, I can't say that I've ever seen or certainly a bigger crowd that we have tonight. I wanted to mention that we have a lot going on downtown. Just this past weekend, Positive Street Art put on their arts festival in French Park and Renaissance Park. We had the dinner on Main Street put on by Great American Downtown. Both were extremely well attended. Both had a lot of energy, and a lot of people, and a lot of enthusiasm.

We also have a lot of residential conversions going on. We have the Franklin Street conversion with Brady Sullivan converting the former Nashua Corp. to 200 units of housing. Just today Brady Sullivan bought the next building on that row – 44 Franklin Street which has been owned by a group of local people for and with that acquired an additional 100 units of parking.

More recently, we've had a little bit further in time we had Clocktower, way 25 years ago and Cotton Mill Square. With this acquisition today with the acquisition by Clocktower of the Picker Building, we're seeing an increasing pace of residential development in downtown. Alphagraphics is building 3 new units above their store for the first time the re-establishment of residences above some of the retail. We have music festivals. We have the Farmer's Market. We have the dance party. Back in July, the Latino Festival. We've seen a lot of new people and businesses come to downtown to join those who have been here for so long. Martha's did a big conversion in the Merchant's Exchange building – a big renovation many years ago. Since then, we've seen a number of changes – MTs and Surf. More recently, Riverwalk, Riverside Barbecue, the Flight Center, JaJaBelle's, and Camaraderie have joined all of the long-standing businesses that we've had. I believe that if you spend time downtown, you can feel new enthusiasm, new energy, and you can feel that the pace of change. A positive change is accelerating and gaining momentum.

Now we have before us the performing arts center to replace the former anchor Alec's Shoes. I believe and I think many of the people here agree that the conversion of Alec's to a city community performing arts center will dramatically reinforce the positive changes that we know are occurring. Now the purpose of the performing arts center, underlying purpose, is of course to provide entertainment but more important than that to build a stronger, healthier economy downtown and citywide. We want to add to our tax base, increase our ability to raise taxes for the benefit of all services. We want to develop a downtown and a community that can compete for entrepreneurs, for young talent, for new families, and new residents so that for everyone – for native Nashuans and for new residents alike Nashua is city that people love to live in.

Now the performing arts center will bring 50 to 75,000 new people downtown. Two or three performances a week with 400 or 500 people or more attending. It will be run as a business. It will be commercially viable. Now as you've read in the newspaper in the last few days, we have a potential partner with the Currier Museum from Manchester. Probably the State's leading artistic institution. This will bring \$1 million that formally we were afraid would go back to Manchester back to Nashua and the Currier is joining us and is enthusiastic about this partnership. The Currier believes that the performing arts center on Main Street is a fantastic project. They want to be part of that. When has that happened in Nashua before?

Alderman Cookson

Thank you. With regard to this legislation relative to adding a referendum on the ballot is that anyway dissimilar from what we just did with the performing arts center?

President McCarthy

Yes. There's a specific process defined in the Keno law for how the ballot question is presented and how the hearing gets scheduled.

MOTION CARRIED

Resolution R-17-119 declared duly adopted.

MOTION BY ALDERMAN O'BRIEN THAT, IN ACCORDANCE WITH RSA 284:51(B), A PUBLIC HEARING ON R-17-119 BE SCHEDULED FOR TUESDAY, OCTOBER 10, 2017, AT 7:00 PM IN THE ALDERMANIC CHAMBER

MOTION CARRIED**R-17-120**

Endorsers: Mayor Jim Donchess
Alderman Richard A. Dowd
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Tom Lopez
Alderman-at-Large Brian S. McCarthy
Alderman-at-Large Lori Wilshire

RELATIVE TO AN AGREEMENT FOR COUNSEL SERVICES CONCERNING POTENTIAL OPIOID LITIGATION

Given its second reading;

MOTION BY ALDERMAN DOWD FOR FINAL PASSAGE OF R-17-120

MOTION CARRIED

Resolution R-17-120 declared duly adopted.

R-17-121

Endorser: Mayor Jim Donchess

RELATIVE TO THE RE-APPROPRIATION OF FISCAL YEAR FY2018 ESCROWS

Given its second reading;

MOTION BY ALDERMAN DOWD FOR FINAL PASSAGE OF R-17-121

MOTION CARRIED

Resolution R-17-121 declared duly adopted.

R-17-122

Endorsers: Mayor Jim Donchess
Alderman-at-Large Brian S. McCarthy
Alderman Mary Ann Melizzi-Golja
Alderman Tom Lopez
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman-at-Large Lori Wilshire
Alderman Richard A. Dowd

ESTABLISHING A PERFORMING ARTS CENTER STEERING COMMITTEE

Given its second reading

Alderman Lopez

I think the Nashua Arts Commission is actually represented on the committee. I think if we learned anything from tonight there's obviously a lot of confusion or disagreement as to what direction this performing arts center program should go in. I think just from a basic logistic perspective having a committee focused on that demonstrates that we are actually interested in having it as a result. The Nashua Arts Commission also has the role of identifying what organizations are going to receive art funding and supporting existing arts programs. I see a lot of wisdom in having a performing arts center steering committee to focus on the steering of the performing arts center versus just adding it back to the arts commission which was one of the originally moving factors in the original feasibility study.

Alderman Cookson

I would just add that if this were to move forward, the Nashua Arts Commission would have 3 of the 11 seats on this steering committee, not certainly a majority. The other thing is that the Nashua Arts Commission, as it currently exists, it has businessmen and businesswomen on the Nashua Arts Commission, something that is much needed for the performing arts center to be successful. I would advocate for the Nashua Arts Commission to play a more prominent role in this entire process rather than establishing another steering committee.

Alderman Lopez

I'm not entirely familiar with the membership. Are there any business people on the downtown improvement committee?

Alderman Clemons

There are several.

MOTION CARRIED

Resolution R-17-122 declared duly adopted as amended.

R-17-123

Endorsers: Mayor Jim Donchess
Alderman Mary Ann Melizzi-Golja
Alderman-at-Large Lori Wilshire
Alderman Richard A. Dowd
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Tom Lopez
Alderman-at-Large Brian S. McCarthy

ESTABLISHING A NASHUA RAIL TRANSIT COMMITTEE

Given its second reading;

MOTION BY ALDERMAN O'BRIEN FOR FINAL PASSAGE OF R-17-123**MOTION CARRIED**

Resolution R-17-123 declared duly adopted.

Attachment 4

Letters of Commitment

Jim Donchess

Mayor • City of Nashua

November 14th 2017

Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. Minkarah,

On behalf of the City of Nashua, I am pleased to submit this letter of support for the Nashua Regional Planning Commission's EPA Brownfields Assessment Grant Application.

The City of Nashua recognizes brownfield redevelopment opportunities are a tool for economic and social investment. Cleanup of these sites will benefit the whole community by helping local governments take advantage of unused space, protecting citizens from environmental pollutants and allowing urban centers to be healthy and productive places to work and live.

In today's competitive economic climate, having additional space to develop infrastructure and strengthen our economic base is critical to our success. The grant provided by the Brownfields Program is essential to supporting these efforts.

The City of Nashua is prepared to be a partner with this program and will assist the NRPC with its needs including: outreach and education; making connections to local businesses and property owners; and providing meeting space for the Brownfields Assessment Committee or other public meetings as needed. City staff will attend and help facilitate Brownfield Assessment Committee meetings and will assist with project scoring and evaluation as well as other needs.

Identifying and addressing brownfield sites will make Greater Nashua a healthier place for its residents and workforce and will serve as a catalyst for our economic development.

Thank you for the opportunity to be part of this important effort.

Sincerely,



Jim Donchess
Mayor, City of Nashua

November 13, 2017



Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. Minkarah:

On behalf of the Nashua Senior Activity Center, I am pleased to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) EPA Brownfields Assessment Grant Application.

The Nashua Senior Activity Center provides recreational, educational and wellness activities for seniors age 50 and older from Nashua and area communities. Our center, located at 70 Temple St. in Nashua, neighboring the proposed Brownfield Assessment sites, is a place where seniors can gather to meet friends for coffee, attend educational lectures or participate in fitness classes, interest clubs and games such as pool, backgammon, chess and checkers.

In an ever more challenging economic environment, additional revenue generation to support building new job opportunities and strengthen our economic base is critical to success in our communities. The Brownfields Grant program is essential to support these efforts.

The Nashua Senior Activity Center is fully willing to be a partner in this program and will assist with outreach and engagement and providing meeting space for the Brownfields Assessment Committee or outreach events. We communicate with the Nashua community and our members in many ways. Our website is maintained with up to date information on events and activities for seniors and our Facebook has over 470 followers. We also send out a monthly electronic "Senior Center Happenings" that has information that may not have made it into the bi-monthly newsletter.

Identifying and addressing Brownfields sites will make the Nashua region a healthier place for its residents, workforce and seniors. Receiving this finding will have a positive effect on the region and all our goals including improving quality of life and the economy. Thank you for the opportunity to be part of this important effort to move our communities forward and support brownfield redevelopment opportunities across the region.

Sincerely,

A handwritten signature in cursive script that reads "Margo Bell".

Margo Bell

Executive Director



MAILING P.O. Box 3968, Manchester, NH 03105
OFFICE 801 Elm Street, Manchester, NH 03101
T 603.626.4663 **F** 603.623.8011 www.nwsnh.org

November 13, 2017

Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. Minkarah:

On behalf of NeighborWorks® Southern New Hampshire, I am pleased to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) EPA Brownfields Assessment Grant Application. NeighborWorks® Southern New Hampshire is a private non-profit community development organization dedicated to neighborhood revitalization and creating affordable homeownership opportunities. Over the past 25 years we have worked to revitalize neighborhoods and improve the quality of life of families. NeighborWorks® seeks to stabilize neighborhoods through increased owner-occupancy, increased resident participation and the creation of quality, safe, and affordable housing. In particular, we have been focused on the Tree Streets Neighborhood in Nashua, an area that is suffering from a lack of investment.

NeighborWorks® Southern New Hampshire fully supports the NRPC's commitment to assist municipalities to clean-up and reuse brownfield sites within the region for economic development and revitalization. The objectives set in your proposal are consistent with our strategic goals of engaging in neighborhood revitalization and affordable housing development in Southern New Hampshire. The NRPC has been a valuable partner, assisting us in carrying out this work and we look forward to continuing to help identify sites that will be appropriate for re-development. Your organization has played a critical role in assisting us with the completion of our Community Impact Measurement (CIM) process that included conducting 202 resident surveys, 321 building assessments and 31 block observations in Nashua's Tree Streets neighborhood. CIM establishes a baseline of information for us in our community building and real estate development

TRUSTEES

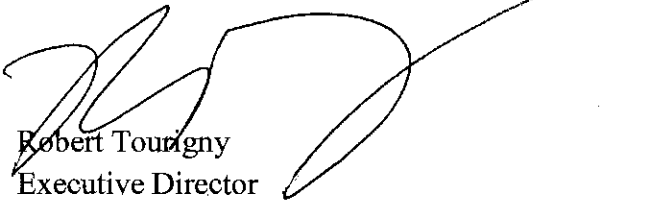
Carolyn Benthien
Ron Boufford
Barry Brensinger
Richard M. Bunker
Dean Christon
Ellie G. Cochran
Robert Dastin, Esq.
Sylvio Dupuis
Matthew Kfoury
Mike Lopez
Claire P. Monier
Joseph B. Reilly
Dennis Ryan
Arthur Sullivan



work and enables us to track changes in neighborhood characteristics and resident opinions over time as we conduct this survey every three years.

CIM has helped us recognize the concerns that neighborhood residents have regarding the Heritage Rail Trail, including the need to increase its connectivity through the city and make it a safe place for all residents to enjoy. Identifying and addressing Brownfields sites will make Nashua a healthier place for its residents and workforce and is consistent with our neighborhood revitalization goals. Receiving this funding will have a positive effect on the region and all our goals including improving quality of life and the economy. Thank you for the opportunity to be part of this important effort to move our communities forward and support brownfield redevelopment opportunities across the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Tourigny', with a long, sweeping horizontal line extending to the right.

Robert Tourigny
Executive Director

November 14, 2017

Mr. Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054



142 Main Street, Fifth Floor
Nashua, NH 03060

Phone: 603-881-8333

Fax: 603-881-7323

www.nashuachamber.com

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Jay:

On behalf of the The Greater Nashua Chamber of Commerce, I am pleased to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) EPA Brownfields Assessment Grant Application.

Our Chamber and our 600+ business members understand the need for a strong economic base as the foundation for a vibrant, thriving community. Our strategic initiatives, our advocacy work and our day-to-day operations are focused around uncovering and maximizing opportunities for business growth. As with many communities as old as ours, our city is largely developed, making reclaiming and repurposing land for new opportunities an essential approach for new opportunities.

The Brownfields Grant program is essential to support these efforts, providing additional critical revenue generation to support the creation of new job opportunities and to strengthen the economic base so important to success in our communities.

The Greater Nashua Chamber of Commerce looks forward to partnering with you and other key leaders in this program, and can provide assistance with outreach and education, networking with local businesses and property owners, attending Brownfield Assessment Committee meetings, and other activities that may arise during the program.

Identifying and addressing Brownfields sites will make the Nashua region a healthier place for its residents and workforce, while also opening up economic development opportunities that will help the region position itself for positive growth well into the future. Thank you for the opportunity to be part of this important effort to move our communities forward and support brownfield redevelopment opportunities across the region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tracy Hatch', is written over a light blue wavy background.

Tracy S. Hatch
President and CEO



57 MAIN STREET
RAYMOND, NH 03077
(P) 603-772-2655
WWW.REDC.COM

October 31, 2017

Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Industrial Drive, Suite 201
Merrimack NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. Minkarah,

On behalf of the Regional Economic Development Center (REDC), I am pleased to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) EPA Brownfields Assessment Grant Application.

REDC is a private, not-for-profit organization that offers technical assistance, financing through various funding sources, and business development training. In 2010, REDC was awarded a grant from the U.S. Environmental Protection Agency (EPA) to capitalize a Revolving Loan Fund (RLF). Since our initial award of \$1,000,000 we have received a total of \$1.875 million, all of which is deployed in NH as either grants or loans to support cleanup activities and redevelopment of contaminated sites. The assessment program is a critical component for these projects to be successful, and we cannot effectively run our loan/grant program without the complementary assessment dollars.

REDC is fully willing to be a partner in this program and will assist with outreach, education, networking, providing meeting space when needed as well as participating in Brownfield Assessment Committee meetings.

Identifying and addressing Brownfields sites will make the greater Nashua region a healthier place for its residents and workforce. Receiving this funding will have a positive effect on the region and all of our goals including improving quality of life and they economy. Thank you for the opportunity to voice our support of this important effort to support redevelopment opportunities throughout the region.

Sincerely,

Laurel Adams
President, REDC

**Lower Merrimack River Local Advisory
Committee (LMRLAC)**

77 Concord Street

Nashua, NH 03064

11 November 2017



Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. ~~Reache~~: *Jay*

On behalf of the State of New Hampshire Lower Merrimack River Local Advisory Committee (LMRLAC) I am pleased to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) EPA Brownfields Assessment Grant Application.

The LMRLAC is chartered under NH RSA 483B to pursue a range of activities intended to help protect the environmentally sensitive Lower Merrimack River from environmental damage. Principally among these activities we 1) review all prospective construction projects that are planned anywhere in the buffer strip that extends one quarter mile inland from either shore of the river for compliance with NH environmental protection rules, before permits are granted, and 2) promote "best practices" for the protection of the river's resources through educational and community outreach programs that advocate environmentally sound development planning along the river front, and 3) promoting greater public awareness of the recreational and riparian land value benefits of protecting the Lower Merrimack River.

In the challenging New Hampshire economic environment, building new job opportunities and strengthening our economic base through sound riverside development is important to success in our communities. Because there are, or are thought to be, several contaminated sites along the river, the Brownfields Grant program is essential to support these efforts to properly promote and plan for sound development.

The LMRLAC is fully willing to be a partner in this program and will assist with outreach and education, networking with local businesses and property owners, attend Brownfield Assessment Committee meetings and participate in the site selection process.

Identifying and addressing Brownfields sites will make the Nashua region a healthier place for its residents and workforce. Acting on such findings will have a positive effect on the region and all our goals including improving quality of life and the economy. I hope the LMRLAC will have the opportunity to be part of this important effort to move our communities forward and support brownfield redevelopment opportunities across the region.

Sincerely,

GP

Gene Porter
Chair, LMRLAC

October 27, 2016

Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. Minkarah:

On behalf of the Nashua Business & Industrial Development Authority (BIDA), I am pleased to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) EPA Brownfields Assessment Grant Application.

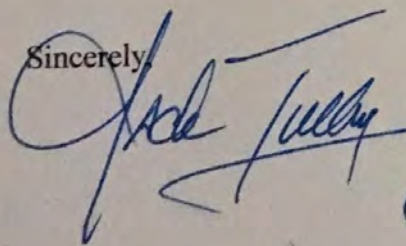
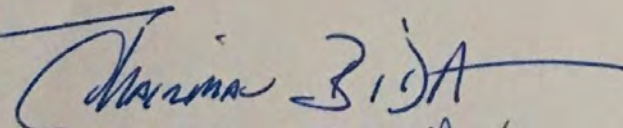
The BIDA works to create a healthy business climate and robust economic future for the City of Nashua. Through advocacy and stewardship of underutilized property, we shape business-friendly approaches to land development and economic growth which will reinforce the City of Nashua's property tax base.

In an ever more challenging economic environment, additional revenue generation to support building new job opportunities and strengthen our economic base is critical to success in our communities. The Brownfields Grant program is essential to support these efforts.

The BIDA is fully willing to be a partner in this program and will assist with outreach and education, networking with local businesses and property owners, and members will attend Brownfield Assessment Committee meetings and assist with project scoring and evaluation.

Identifying and addressing Brownfields sites will make the Nashua region a healthier place for its residents and workforce. Receiving this finding will have a positive effect on the region and all our goals including improving quality of life and the economy. Thank you for the opportunity to be part of this important effort to move our communities forward and support brownfield redevelopment opportunities across the region.

Sincerely,



City of Nashua



TOWN OF MILFORD, NH
OFFICE OF COMMUNITY DEVELOPMENT

1 UNION SQUARE, MILFORD, NH 03055

TEL: (603)249-0620

WEB: WWW.MILFORD.NH.GOV

November 6, 2017

Jay Minkarah
Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive; Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr.Minkarah:

On behalf of the Milford Economic Development Advisory Council (EDAC) I am pleased to submit the following letter demonstrating EDAC's support of the Nashua Regional Planning Commission's (NRPC) grant application for EPA Brownfields Program Hazardous Substances Brownfields Assessment.

EDAC is an advisory group established by the Milford Board of Selectmen to develop and implement economic development-related initiatives in Town, including reuse of sites considered brownfields. The Town has successfully utilized the EPA program in partnership with the NRPC to provide necessary Phase I and II assessments on sites with redevelopment potential. With the opportunity for additional grant program funding an additional downtown site in close proximity to the Souhegan River and a prime commercial property along the West Elm Street business corridor have been identified for assessment with the intent to provide the site knowledge necessary for redevelopment.

In an ever more challenging economic environment EDAC works closely with the Town to encourage additional revenue generation and job creation to build and strengthen Milford's economic base. The Brownfields Grant program supports these efforts. EDAC, in conjunction with the Milford Office of Community Development, is fully willing to continue being a partner in the program, continue outreach to both the development community and general public, and in further site identification.

Thank you for the opportunity to voice support. Please let me know if I can be of any further assistance.

Sincerely,

Lincoln Daley
Community Development Director



Jay Minkarah
Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive; Suite 201
Merrimack, NH 03054

November 12, 2017

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. Minkarah:

The Souhegan Valley Chamber of Commerce fully supports the Nashua Regional Planning Commission's (NRPC) grant application for the EPA Brownfields Program Hazardous Substances Brownfields Assessment.

On behalf of the Souhegan Valley Chamber of Commerce, please accept this letter of support for the Nashua Regional Planning Commission's (NRPC) grant application for EPA Brownfields Program Hazardous Substances Brownfields Assessment. We endorse the broad range of support for the revitalization and redevelopment efforts in the community and encourage the NRPC in its efforts to bring these much needed funds into the Nashua region to assist with the redevelopment of brownfield areas.

We hope that you will give every possible consideration to the NRPC's application for a U.S. EPA Brownfields Assessment grant. This grant will significantly benefit the communities within the Nashua region by enhancing the local economy and improving the environment.

The Souhegan Valley Chamber of Commerce is pleased to offer our support and continued collaboration with the representative communities and NRPC in their successful Brownfields redevelopment efforts.

Please feel free to contact me at (603) 673-4360 if you have questions or require additional information.

Thank you for your consideration.

A handwritten signature in black ink that reads "Wendy Hunt". The signature is written in a cursive, flowing style.

Wendy Hunt

Executive Director

Souhegan Valley Chamber of Commerce

69 Route 101A

Amherst NH 03031

603.673.4360



H.J. Stabile & Son, Inc.
Stabile Homes, Inc.

Stabile Construction Services, Inc.
Stabile Property Management, Inc.

November 13, 2017

Jay Minkarah, Executive Director
Nashua Regional Planning Commission
9 Executive Park Drive, Suite 201
Merrimack, NH 03054

RE: NRPC Application for a US EPA Brownfields Assessment Grant

Dear Mr. Minkarah:

On behalf of the Stabile Companies, I am pleased to submit this letter of support for the Nashua Regional Planning Commission's (NRPC) EPA Brownfields Assessment Grant Application.

The Stabile Companies is New Hampshire's premier residential new home builder. Since its founding more than 40 years ago, the company has built more than 4,000 homes in southern New Hampshire and Massachusetts. In addition, the company owns, manages and leases residential apartment communities. One rental community, Cotton Mill Square, was a multi-year project, taking an old cotton storage warehouse building in Downtown Nashua and converting it into 109 upscale rental units. Cotton Mill Square is now home to well over 100 new residents which is contributing to the vibrancy of downtown.

In an ever more challenging economic environment, additional revenue generation to support building new job opportunities and strengthen our economic base is critical to success in our communities. The Brownfields Grant program is essential to support these efforts. The Stabile Companies is fully willing to be a partner in this program and will assist with connecting local businesses and property owners with grant resources, sharing the past experiences of working with brownfields funding for development projects, and attend Brownfield Assessment Committee meetings to assist with project scoring and evaluation.

Identifying and addressing Brownfields sites will make the Nashua region a healthier place for its residents and workforce. Receiving this finding will have a positive effect on the region and all our goals including improving quality of life and the economy. Thank you for the opportunity to be part of this important effort to move our communities forward and support brownfield redevelopment opportunities across the region.

Sincerely,

John P. Stabile II
Founder of the Stabile Companies

20 Cotton Road, Suite 200
Nashua, New Hampshire 03063
603/889-0318 FAX 603/595-2571
www.stabilecompanies.com

Attachment 5

Threshold Criteria

Attachment 5—Threshold Criteria

Applicant Eligibility

The Nashua Regional Planning Commission is an eligible applicant for this grant and qualifies as a “Government Entity Created by State Legislature,” and a “Regional Council or group of General Purpose Units of Local Government.” This eligibility is further documented in Attachment 6, “Eligibility Documentation.”

This is an application for community-wide assessment funds and therefore coalition eligibility information is not applicable.

Community Involvement

NRPC works to find creative ways to encourage public participation in all its projects and has proven success of tailoring its outreach methods to the specific needs of the community. As summarized in the narrative, NRPC will target Community Involvement to specific audiences through the following mediums and actions:

- *Elderly*: one-on-one conversations and focus groups, print editions of education materials, collaboration with the Nashua Senior Activity Center
- *Young Professionals and Millennials*: social media, website, electronic newsletters, published online resources
- *Environmental and Community Development Organizations, Historic Preservationists*: informational workshops, produce new fliers and technical guides to be advertised and published online
- *Municipal Representatives and Government Leaders*: board meetings, electronic newsletter
- *Residents*: public meetings, published online resources, social media, neighbor consultations, abutter notification for site specific public hearings
- *Businesses and Property Owners*: informational workshops, public meetings, one-on-one meetings and published online resources

Additional Threshold Criteria for Site-Specific Proposals Only

This is an application for community-wide assessment funds and therefore information on site and property eligibility is not applicable.

Attachment 6

Documentation of Applicant Eligibility

Regional Planning Commissions

Section 36:45

36:45 Purposes. – The purpose of this subdivision shall be to enable municipalities and counties to join in the formation of regional planning commissions whose duty it shall be to prepare a coordinated plan for the development of a region, taking into account present and future needs with a view toward encouraging the most appropriate use of land, such as for agriculture, forestry, industry, commerce, and housing; the facilitation of transportation and communication; the proper and economic location of public utilities and services; the development of adequate recreational areas; the promotion of good civic design; and the wise and efficient expenditure of public funds. The aforesaid plan shall be made in order to promote the health, safety, morals and general welfare of the region and its inhabitants. To promote these purposes the office of strategic initiatives shall delineate planning regions for the state so that each municipality of the state will fall within a delineated region and shall have the opportunity of forming or joining the regional planning commission for that planning region. In determining these regions the office shall consider such factors as community of interest and homogeneity, existing metropolitan and regional planning agencies, patterns of communication and transportation, geographic features and natural boundaries, extent of urban development, relevancy of the region for provision of governmental services and functions and its use for administering state and federal programs, the existence of physical, social and economic problems of a regional character, and other related characteristics. To accommodate changing conditions, the office may adjust the boundaries of the planning regions, after consultation with the respective regional planning commissions.

Source. 1969, 324:1, eff. Aug. 29, 1969. 2000, 200:2, eff. July 29, 2000. 2003, 319:9, eff. July 1, 2003. 2004, 257:44, eff. July 1, 2004. 2017, 156:64, eff. July 1, 2017.

Section 36:46

36:46 Formation of Regional Planning Commissions. –

I. If no regional planning commission exists in any specific planning region as delineated by the office of strategic initiatives, then 2 or more municipalities in said planning region and having planning boards may, by ordinance or resolution adopted by the respective legislative bodies of said municipalities, form a regional planning commission.

II. If a regional planning commission already exists in any specific planning region as delineated by the office of strategic initiatives, then any municipality in said planning region and having a planning board may, by ordinance or resolution adopted by the respective legislative body of said municipality, become a member of the regional planning commission. A regional planning commission may also include municipalities located in an adjacent state.

III. Each municipality which shall become a member of a regional planning commission shall be entitled to 2 representatives on said commission. A municipality with a population of over 10,000 but less than 25,000 shall be entitled to have 3 representatives on said commission and a municipality with a population of over 25,000 shall be entitled to have 4 representatives on said commission. Population as set forth in this section shall be deemed to be determined by the last federal census. Representatives to a regional planning commission shall be nominated by the planning board of each municipality from the residents thereof and shall be appointed by the municipal officers of each municipality. Representatives may be elected or appointed officials of the municipality or county. In any county or counties in which a regional planning commission has been formed, the county may, by resolution of its county commissioners, become a member of said regional planning commission and shall be entitled to appoint 2 representatives on said commission. The terms of office of members of a regional planning commission shall be for 4 years, but initial appointments shall be for 2 and 4 years. In municipalities entitled to 3 or more representatives, initial appointment shall be for 2, 3 and 4 years. Vacancies shall be filled for the remainder of the unexpired term in the same manner as original appointments. Municipalities and counties may also appoint alternate representatives. A representative to a regional planning commission shall, when acting within the scope of his official duties and authority, be deemed to be acting as an

agent of both the regional planning commission and of the municipality or county which he represents. In addition, regional planning commissions are encouraged to consult, at their discretion, with agencies and institutions operating within the region whose activities influence planning and development in that region.

Source. 1969, 324:1. 1991, 72:4, eff. July 12, 1991. 2000, 200:3, eff. July 29, 2000. 2003, 319:9, eff. July 1, 2003. 2004, 257:44, eff. July 1, 2004. 2017, 156:64, eff. July 1, 2017.

Section 36:47

36:47 General Powers and Duties. –

I. A regional planning commission's powers shall be advisory, and shall generally pertain to the development of the region within its jurisdiction as a whole. Nothing in this subdivision shall be deemed to reduce or limit any of the powers, duties or obligations of planning boards in individual municipalities. The area of jurisdiction of a regional planning commission shall include the areas of the respective municipalities within the delineated planning region. It shall be the duty of a regional planning commission to prepare a comprehensive master plan for the development of the region within its jurisdiction, including the commission's recommendations, among other things, for the use of land within the region; for the general location, extent, type of use, and character of highways, major streets, intersections, parking lots, railroads, aircraft landing areas, waterways and bridges, and other means of transportation, communication, and other purposes; for the development, extent, and general location of parks, playgrounds, shore front developments, parkways, and other public reservations and recreation areas; for the location, type, and character of public buildings, schools, community centers, and other public property; and for the improvement, redevelopment, rehabilitation, or conservation of residential, business, industrial and other areas; including the development of programs for the modernization and coordination of buildings, housing, zoning and subdivision regulations of municipalities and their enforcement on a coordinated and unified basis. A regional planning commission may authorize its employees or consultants to render assistance on local planning problems to any municipality or county which is not a member of said regional planning commission. The cost of such assistance shall be paid entirely by the municipality or county to which the service is rendered or partly by said municipality or county and partly by any gift, grant, or contribution which may be available for such work or by combination thereof. Said commission shall keep a strict account of the cost of such assistance and shall provide such municipality or county with an itemized statement.

II. For the purpose of assisting municipalities in complying with RSA 674:2, III(1), each regional planning commission shall compile a regional housing needs assessment, which shall include an assessment of the regional need for housing for persons and families of all levels of income. The regional housing needs assessment shall be updated every 5 years and made available to all municipalities in the planning region.

III. In preparing a comprehensive plan for the development of the region within its jurisdiction, each regional planning commission may use the framework for the state's comprehensive development plan in RSA 9-A:1, III as the basis for its plan. Such plan shall be updated every 5 years or sooner if desired by the regional planning commission. Prior to its adoption, the plan shall be distributed to every library, planning board, and board of selectmen/aldermen/city council in each of the communities within the region, and to the office of strategic initiatives. The regional planning commission shall address in writing all comments received prior to the publication of a final draft. A public hearing shall be held by the regional planning commission with 30 days' notice published in all newspapers of general circulation in the region, and shall state where the document can be viewed, the time and place of the public hearing, and shall allow for written comments. For each regional plan, the office of strategic initiatives shall offer comments as to its consistency with the state plan. The first regional development plans affected by this statute shall be adopted within 5 years of the effective date of this paragraph and renewed at least every 5 years thereafter.

IV. Regional planning commissions shall make a good faith effort to inform and respond to their local communities regarding the purposes and progress of their work in developing the regional development plan.

Source. 1969, 324:1. 1988, 270:2, eff. July 1, 1988. 2002, 178:6, eff. July 14, 2002; 229:8, eff. July 1, 2002. 2003, 319:9, eff. July 1, 2003. 2004, 257:44, eff. July 1, 2004. 2017, 156:64, eff. July 1, 2017.

Section 36:48

36:48 Organization, Officers, and Bylaws. – A regional planning commission shall elect annually from among its members a chairman, vice-chairman, and such other officers as it deems necessary. Meetings shall be held at the call of the chairman and at such other time as the commission may determine. A commission shall keep minutes of its proceedings and such minutes shall be filed in the office of the commission and shall be a public record. A commission may adopt such bylaws as it deems necessary to the conduct of its business.

Source. 1969, 324:1, eff. Aug. 29, 1969.

Section 36:49

36:49 Finances. – A regional planning commission shall determine on a reasonable and equitable basis the proportion of its costs to be borne respectively by each municipality or county which is a member of said commission. A commission may accept and receive in furtherance of its functions, funds, grants, and services from the federal government or its agencies, from departments, agencies and instrumentalities of state, municipal or local government or from private and civic sources. Such funds may be used in conjunction with other funds from federal or state governments or from gifts, grants or contributions available for such work. Municipalities or counties are hereby authorized to appropriate funds to the use of a regional planning commission and to furnish a regional planning commission legal or other services which it may deem reasonable. Failure upon the part of any municipality or county to pay its proportionate annual share of the cost as determined by a regional planning commission shall constitute a termination of such municipality's or county's vote in the commission's affairs until such annual share is paid. Municipalities or counties are hereby authorized to enter into contracts with a regional planning commission for the furnishing of funds or services in connection with the preparation of a comprehensive regional master plan and any special planning work to be done by a regional planning commission for any member municipality or county. Within the amounts appropriated to it or placed at its disposal by gift, grant, or contribution, a regional planning commission may engage employees, contract with professional consultants, rent offices, and obtain such other goods, or services and incur short-term operating debt, not to exceed a term of one year and/or a line of credit secured by the assets of the commission, as are necessary to it in the carrying out of its proper function. Member municipalities and counties shall not be liable for any debt or line of credit incurred by a regional planning commission. Any private gifts or funds when received shall be deemed a contribution to the regional planning commission for a public purpose within the meaning of any federal or state laws relative to tax exemptions.

Source. 1969, 324:1, eff. Aug. 29, 1969. 2000, 200:4, eff. July 29, 2000.

Section 36:49-a

36:49-a Status as a Political Subdivision. – Regional planning commissions are political subdivisions of the state. However, regional planning commissions have only that power and authority expressly provided for in RSA 36.

Source. 2000, 200:6, eff. July 29, 2000.

Section 36:50

36:50 Relationship To Local Planning Boards. – A regional planning commission may assist the planning board of any municipality within the delineated region to carry out any regional plan or plans developed by said commission. A regional planning commission may also render assistance on local planning problems. A regional planning commission may make recommendations on the basis of its plans and studies to any planning board, to the legislative body of any city and to the selectmen of any town within its region, to the county commissioners of the county or counties in which said region is located and to any state or federal authorities. Upon completion of a comprehensive master plan for the region or any portion of said comprehensive master plan, a regional planning commission may file certified copies of said comprehensive master plan or portion thereof with the planning board of any member municipality. Such planning boards may adopt all or any part of such

comprehensive master plan which pertains to the areas within its jurisdiction as its own master plan, subject to the requirements of RSA 674:1-4.

Source. 1969, 324:1, eff. Aug. 29, 1969. 2000, 200:5, eff. July 29, 2000.

Section 36:51,-52

36:51, 36:52 Repealed. – [Repealed 2000, 200:8, eff. July 29, 2000.]

Section 36:53

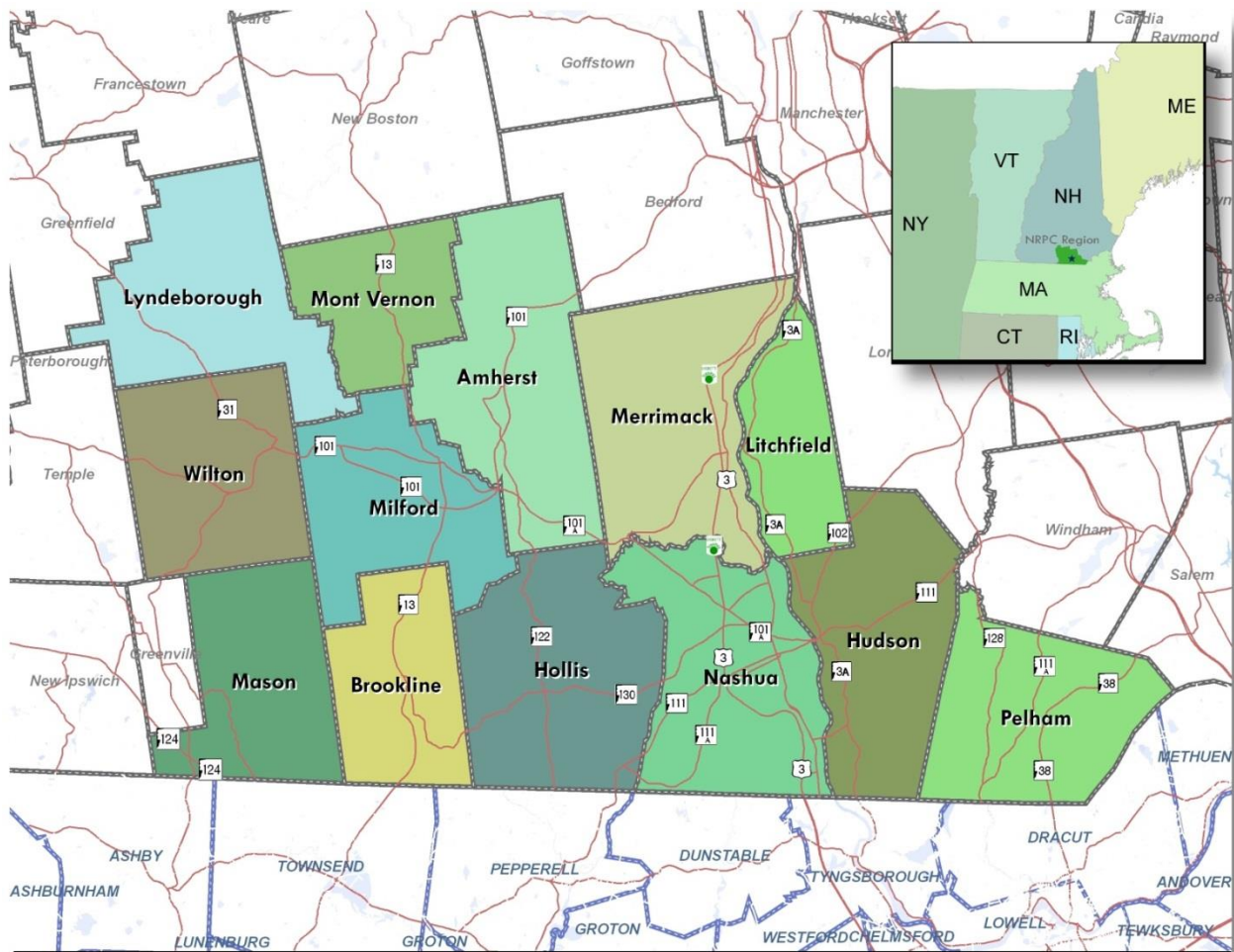
36:53 Additional Powers and Duties of Regional Planning Commissions. – In order to implement any of the provisions of a regional plan, which has been adopted or is in preparation, a regional planning commission may, in addition to its powers and duties under RSA 36:47 undertake studies and make specific recommendations on economic, industrial and commercial development within the region and carry out, with the cooperation of municipalities and/or counties within the region, economic development programs for the full development, improvement, protection and preservation of the region's physical and human resources.

Source. 1969, 324:1, eff. Aug. 29, 1969.

**Nashua Regional Planning Commission
FY 2018 Brownfields Assessment Application**

Areas Affected by Project

Amherst, Brookline, Hollis, Hudson, Litchfield, Lyndeborough, Mason, Merrimack, Milford, Mont Vernon, Nashua, Pelham, and Wilton, New Hampshire



Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

11/15/2017

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Nashua Regional Planning Commission

* b. Employer/Taxpayer Identification Number (EIN/TIN):

02-0301585

* c. Organizational DUNS:

6154026660000

d. Address:

* Street1: 9 Executive Park Drive

Street2: Suite 201

* City: Merrimack

County/Parish:

* State:

NH: New Hampshire

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code: 03054-4045

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Ms.

* First Name:

Jennifer

Middle Name:

* Last Name:

Czys

Suffix:

Title: Assistant Director

Organizational Affiliation:

Nashua Regional Planning Commission

* Telephone Number: 603-424-2240 x31

Fax Number: 603-424-2230

* Email: jenc@nashuarpc.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

* 12. Funding Opportunity Number:

EPA-OLEM-OBLR-17-07

* Title:

FY18 GUIDELINES FOR BROWNFIELDS ASSESSMENT GRANTS

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

1234-AreasAffected.pdf

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Nashua Regional Brownfields Program

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="300,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="300,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed: